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DETROIT

PAST AND PRESENT

— OR —

1870 vs. 1890.

COMPILED AND PUBLISHED FOR THE

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# The Preston National Bank,

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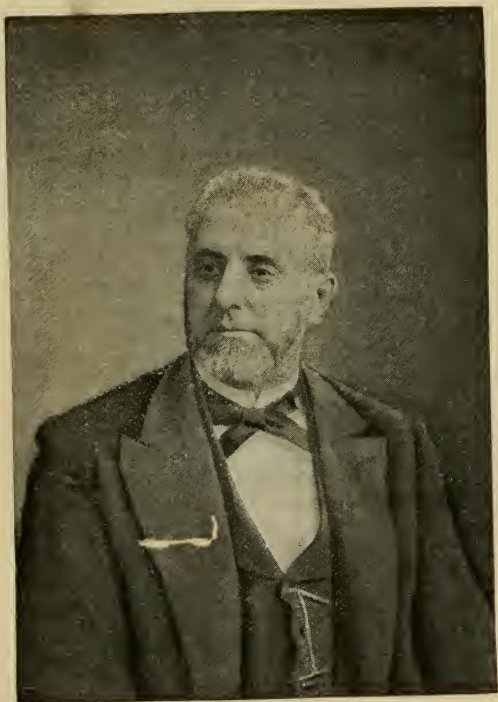
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# DETROIT

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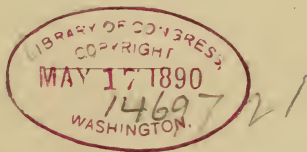
# 1890 COMPARED WITH 1870

BY

SILAS FARMER,

*City Historiographer.*

Author of "History of Detroit and Michigan," "The Royal Rail Road,"  
"The Teacher's Tool Chest," etc., etc.



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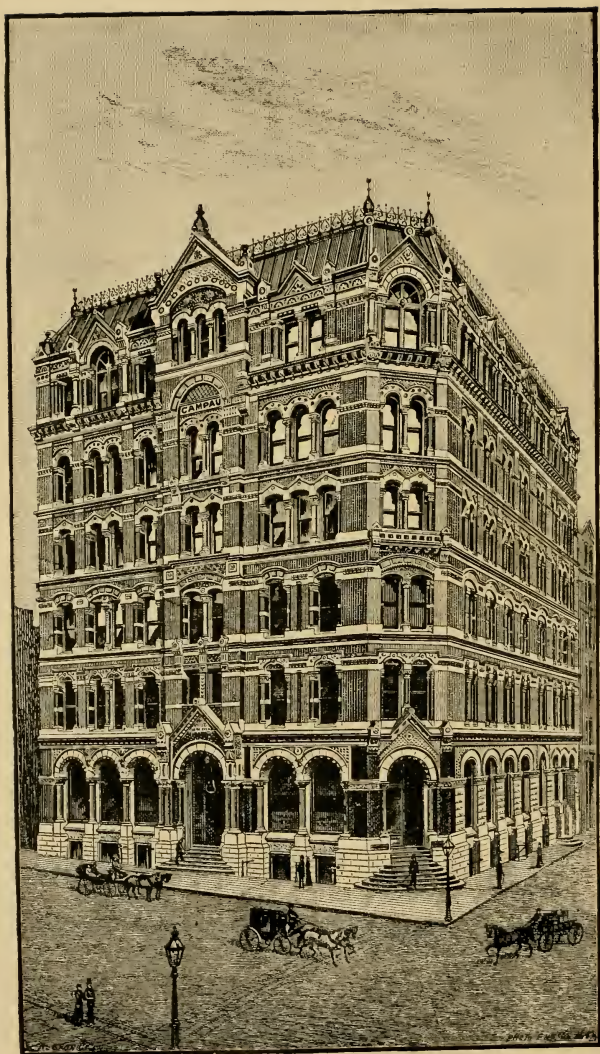
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THE PRESTON NATIONAL BANK, DETROIT, MICH.

## CHAPTER I.

### PRELUDE.

Scarcely twenty decades have passed since the founding of Detroit. During nearly all of these years and up to a very recent period, the prosperity of the city was greatly hindered by the ease-loving and extremely careful spirit of its earliest founders, and their cautious descendants.

It was this spirit and education that provided the early streets of only twelve or twenty feet in width, and that resisted the extension of the city, through the opening of roads and streets across the narrow farms that on either side hemmed in the town.

This same spirit in later owners still "seeks its own," but fortunately it has no longer power to hinder the city's growth and gain.

In 1805, nearly ten decades of years after the founding of the city, its swaddling bands were loosened by the fire that swept away, not only houses and stores, but streets as well. This most fortunate event, which is happily commemorated in the emblematic seal of the city, with its mottoes of *Resurget Cineribus*, "she rises from the ashes," and *Speramus Meliora*, "we hope for better times," gave us an entirely new plan for the city, with streets and avenues and a Campus Martius and Grand Circus that will be an honor to the city, and a joy and delight for a thousand years and more.

The French *habitans* protested vociferously and vigorously against the innovations of the newer plan, declaring that the lots above the present city hall would "never be

built upon, and were only fit for pasturage." Fortunately their protest was of no avail. Twenty years later, in 1826, another great advance was gained, the grounds included in Fort Shelby, with the surrounding military reserve, were then relinquished by the United States to the Corporation. The lands covered nearly twelve blocks in the very center of the city, and the reservation had been a formidable obstacle to growth and improvement. The Fort proper lay between what is now Fort and Lafayette, Griswold and Wayne Streets.

The grading down of the Fort embankment, the filling in at the same time of the low lands along the river, the opening of numerous new streets, and the platting and exposing to sale by the city at nominal prices, of hundreds of the newly acquired lots platted from the old Fort grounds, marked a distinct era in the city's life, and afforded the largest inducement that had been offered for new citizens.

During the next decade the population increased over four hundred per cent, the emigration from the Eastern and New England States was unprecedented, and amounted almost to a mania; fleets of steamboats that outnumbered those now arriving, brought thousands of new comers to Detroit and the West, and helped to relieve the town from French control, and during the same period the boundary of the city was pushed outward on both its eastern and western sides.

During the decades from 1840 to 1860, communication was opened with the interior, through various plank roads, several railroads were pushed clear across the State, and others connected with railroads from the East, giving a great impetus to the city's growth. During this same period the territory included within the city was again doubled by additions on the east and west.

The years between 1860 and 1870, covering the period of the war with the South, brought great prosperity to Detroit. Immense amounts of new capital was created and invested in the city, the suburbs were first made accessible through the street railways, the architectural ornamentation of both stores and houses greatly increased, and the manufacturing interests of the city grew apace.

Meantime nearly all the older holders of the larger farms within the city and without in immediate proximity, passed away, and as the property has been largely sold and divided, the octopus of conservatism that so long held the city in its grasp, has released its hold, and the city has started forward for a larger place in the front rank with leading cities of the continent.

It is a fact capable of a demonstration, that the West has been so largely explored and examined, and the railroad routes and sites of cities so fully determined, that no other new large city will be located either in the West or East.

The cities already well established with favorable locations and facilities, will largely gather to themselves the growth of the future, and all such cities will increase in wealth and population much faster than in former years.

Detroit, with its exceptional opportunities and advantages is certain to obtain its full share of the gain resulting from the conditions named, and as a manufacturing and residence city it will inevitably gain a still more advanced position.

That this result will follow is evidenced by the comparison of a variety of facts, showing the salient points in the city's history in 1890 as compared with 1870.



## CHAPTER II.

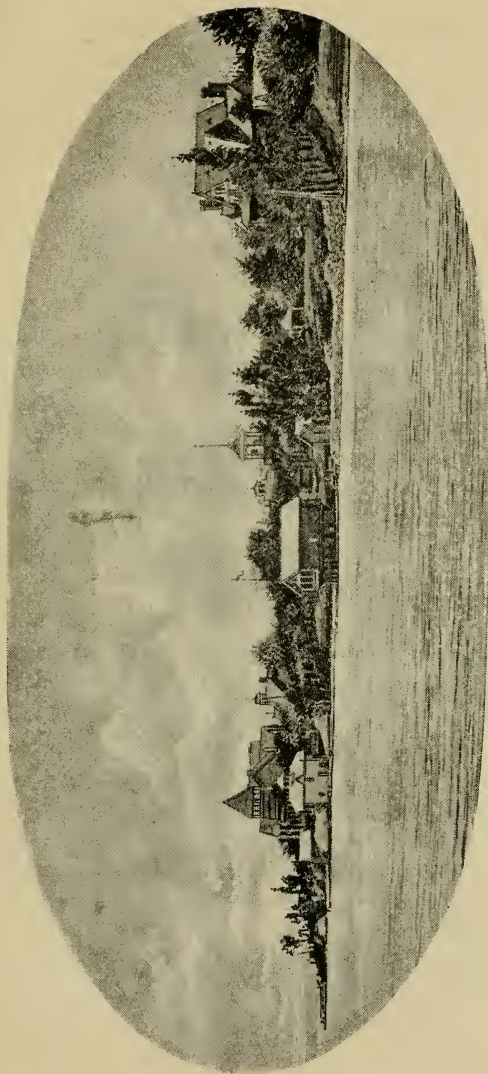
### GROWTH OF POPULATION—AREA AND SUBURBS.

The United States Census of 1870 gave the total population of Detroit as 79,577. In the same year, the number of families in the city, according to the statistics of the Board of Water Commissioners, was 14,717, or about  $5\frac{4}{10}$  persons to a family. In 1880 the average was about  $5\frac{6}{10}$  persons. The number of families in the city in 1889, according to the Board of Water Commissioners, was 40,156, and their statistics have lately shown a gain of about 2,000 families per year. This would give us 42,156 families in 1890. Applying the average of  $5\frac{1}{2}$  persons to a family, would give us a population in 1890 of 231,958. Inasmuch as no United States census has been taken this year, there is no more reliable method of estimating the population than the one given, and these figures are as near correct as any method except an actual enumeration will give. The area of the city has been greatly enlarged since 1870, and Detroit in 1890 includes fully twice as much territory as it did twenty years ago.

The land actually included within the city does not, however, fully represent its growth. Large tracts of land on the north, and also on the east and west, located from one to three miles beyond the city line, have been platted into lots and largely built upon, and all outlying property has increased in value from one hundred to five hundred per cent. since 1870.

The platting of these tracts adjacent to the city does not represent all there is of this suburban growth.





GROSSE POINTE, ON LAKE STE. CLAIRE.

The villages and centers known as Grosse Pointe, Norris, Highland Park, Delray, Woodmere, Ravenswood and Nallville are all, practically, suburbs of Detroit, and largely settled by people whose business is in the city,—and all of these places have been established, or have had their largest growth, since 1870.

These suburbs will inevitably increase in number and extent, the electric cars are reaching out in every direction, the attractions of a residence beyond the reach of immediate city taxation, or where larger lots for less money can be secured, and the picturesque suggestions of a residence on the border of the river or Lake Ste. Claire, are being increasingly appreciated.

Added to these there are other reasons why the more immediate suburbs of Detroit are destined to grow more rapidly. These are the improvement of the drive-ways in various directions, the dredging out of the river Rouge and the railroad facilities being there provided, and the locating of large manufacturing enterprises both there and at the railroad junctions.

The increasingly appreciated favorable location of the city as a place of summer resort, because of its water communications and its exceptional health record, together with its wide reputation as a beautiful residence city, is yearly attracting from the interior of Michigan, and also from the far East, scores of persons who come here to enjoy the wealth they have secured elsewhere.

Here we have no fear of a flood or of an overflow, we seldom experience the extremes of heat or cold, and a larger proportion of citizens live “under their own vine and fig tree” than in any other city of the size of Detroit.

## CHAPTER III.

### CITY GOVERNMENT—WARDS—ELECTIONS—CITY AND COUNTY OFFICERS.

In the general administration of the city government there is no remarkable difference as between 1870 and 1890.

The most noticeable change is found in the fact that since 1870 the city has been districted entirely anew, so far as wards are concerned, entirely new boundaries being provided for each.

The present ward boundaries are as follows :

FIRST WARD—*East* by Beaubien; *West* by Woodward.

SECOND WARD—*East* by Woodward; *West* by First, Grand River and Second.

THIRD WARD—*East* by Hastings; *West* by Beaubien.

FOURTH WARD—*East* by First, Grand River and Second; *West* by Crawford, Grand River and Fifth.

FIFTH WARD—*East* by Russell; *West* by Hastings.

SIXTH WARD—*East* by Crawford, Grand River and Fifth; *West* by Trumbull.

SEVENTH WARD—*East* by Dequindre; *West* by Russell.

EIGHTH WARD—*East* by Trumbull; *West* by Wabash and east line of Godfroy Farm.

NINTH WARD—*East* by Chene; *West* by Dequindre.

TENTH WARD—*East* by Wabash and the east line of Godfroy Farm; *West* by Twentieth and west line of Lorange Farm.

ELEVENTH WARD—*East* by McDougall; *West* by Chene.

TWELFTH WARD—*East* by Twentieth and west line of Loranger Farm; *West* by Twenty-fifth and west line of Porter Farm.

THIRTEENTH WARD—*East* by Mt. Elliott; *West* by McDougall.

FOURTEENTH WARD—*East* by Twenty-fifth and west line of Porter Farm; *West* by McKinstry and Twenty-ninth, or west line of Private Claim 47.

FIFTEENTH WARD—*East* by City Limits; *West* by Mt. Elliott and including Belle Isle.

SIXTEENTH WARD—*East* by Buhl, Twenty-ninth, and west line of Private Claim 47; *West* by City Limits.

In 1870 we had but ten wards, we now have sixteen. The Board of Aldermen then consisted of twenty and now has thirty-two members. Then the Aldermen received no salary, now they are paid \$600 a year.

In 1870 the following persons were serving as Aldermen:

FIRST WARD—A. W. Tyrrell, Wm. Foxen.

SECOND WARD—W. H. Langley, G. W. Balch.

THIRD WARD—C. Mellus, Wm. Wilmot.

FOURTH WARD—Frank Kremer, Thos. Henderson.

FIFTH WARD—W. H. Coots, A. S. Bagg.

SIXTH WARD—G. C. Codd, J. D. Allison.

SEVENTH WARD—F. Ruehle, Elijah Smith.

EIGHTH WARD—Tim Mahoney, Dennis Dullea.

NINTH WARD—Peter Hill, Geo. Sutherland.

TENTH WARD—J. Williams, W. H. Baxter.

In 1890 the Aldermen are as follows:

FIRST WARD—George Dingwall, Walter H. Coots.

SECOND WARD—James Vernor, Julius P. Gilmore.

THIRD WARD—Geo. F. Reichenbach, Frank N. Reves.

FOURTH WARD—Lou Burt, Stephen A. Griggs.

FIFTH WARD—John Chr. Jacob, Charles P. Karrer.

SIXTH WARD—James Lennane, Cyrus B. Barnes.

SEVENTH WARD—Frank J. Bleser, Albert Roth.

EIGHTH WARD—Frederick Cronenwett, Murray Watson.

NINTH WARD—Frank Schmidt, Ernest L. Reschke.

TENTH WARD—Anthony H. Reynolds, Charles A. Buhrer.

ELEVENTH WARD—Henry Boettcher, William Richert.

TWELFTH WARD—Robert H. Murphy, James Brennan.

THIRTEENTH WARD—John Kessler, William O'Regan.

FOURTEENTH WARD—Neil Grant, William Uthes.

FIFTEENTH WARD—Frank Smith, George Scott.

SIXTEENTH WARD—Frank Wotzke, Ferdinand Amos.

#### ELECTIONS.

In 1870 only two of the ten wards were divided into election districts, namely, the fifth and sixth, each of these two wards having two districts. Now each ward has from three to five election districts, and we have sixty-one voting places, instead of twelve, as in 1870.

The election districts are as follows:

FIRST WARD:—First District, all that portion north of Brady Street; Second District, all that portion between Brady Street and Adelaide Street; Third District, all that portion between Adelaide Street and Adams Avenue; Fourth District, all that portion south of Adams Avenue and east of Randolph Street; Fifth District, the portion south of Adams Avenue and west of Randolph Street.

SECOND WARD:—First District, the portion north of

Bagg Street; Second District, the portion between Bagg and High Streets; Third District, the portion between High Street and a line running through Adams Avenue to Grand River Avenue, thence westerly along said avenue to the intersection of First Street; Fourth District, the portion lying between the Third District and Michigan Avenue; Fifth District, the portion lying south of Michigan Avenue.

THIRD WARD:—First District, the portion lying south of the center line of Fort Street; Second District, the portion lying north of the center line of Fort Street, to Gratiot Avenue; Third District, the portion lying north of the center line of Gratiot Avenue and south of the center line of Wilkins Street; Fourth District, the portion north of Wilkins Street.

FOURTH WARD:—First District, south of the center line of Michigan Avenue; Second District, between the center lines of Michigan and Grand River Avenues; Third District, north of the center line of Pitcher Street; Fourth District, between the center line of Pitcher Street and Grand River Avenue.

FIFTH WARD:—First District, south of the center line of Fort Street; Second District, between the center lines of Fort Street and Gratiot Avenue; Third District, between the center lines of Gratiot Avenue and Watson Street; Fourth District, north of the center line of Watson street.

SIXTH WARD:—First District, south of the center of Abbott Street; Second District, between the center lines of Abbott and Plum Streets; Third District, between the center lines of Plum Street and Grand River Avenue; Fourth District, north of the center line of Grand River Avenue.

SEVENTH WARD:—First District, all south of the



center line of Fort Street; Second District, between the center lines of Fort and Maple Streets; Third District, between the center lines of Maple and Alfred Streets; Fourth District, north of Alfred Street.

**EIGHTH WARD:**—First District, south of Baker Street; Second District, between Baker and Locust Streets; Third District, between Locust and Myrtle Streets; Fourth District, north of Myrtle Street.

**NINTH WARD:**—First District, south of Croghan Street; Second District, between Croghan and Jay Streets; Third District, between Jay and Detroit Streets; Fourth District, portion north of Third District.

**TENTH WARD:**—First District, south of Baker Street; Second District, between Baker Street and Michigan Avenue; Third District, between Michigan Avenue and Myrtle Street; Fourth District, north of Myrtle Street.

**ELEVENTH WARD:**—First District, south of Fort Street; Second District, between Fort and Catharine Streets; Third District, between Catharine and German Streets; Fourth District, north of German Street.

**TWELFTH WARD:**—First District, south of Baker Street; Second District, the portion lying between Baker Street and a line running along Butternut to Twenty-fourth Street, thence southerly through Twenty-fourth to the alley north of Michigan Avenue, and thence to the west line of Porter Farm; Third District, all that portion lying north of Second District.

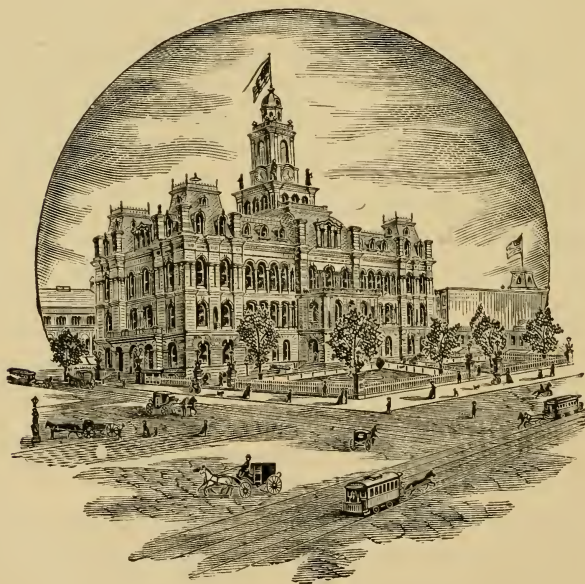
**THIRTEENTH WARD:**—First District, south of the center line of Fort Street; Second District, between Fort and German Streets; Third District, north of German Street.

**FOURTEENTH WARD:**—First District, all south of Dix Road; Second District, all between Dix Road and Michi-

gan Avenue; Third District, all north of Michigan Avenue.

**FIFTEENTH WARD:**—First District, all south of Champlain Street and a line uniform therewith; Second District, all north of Champlain Street to Mack Road; Third District, all north of Mack Road.

**SIXTEENTH WARD:**—First District, all south of Dix Road; Second District, all north of Dix Road to Michigan Avenue; Third District, all north of Michigan Avenue.



CITY HALL.



## CITY AND COUNTY OFFICERS IN 1870 AND 1890.

Some of the principal city and county officers serving in 1870 and 1890, and not named elsewhere are as follows:

*City Officers.*

1870. Mayor, W. W. Wheaton;  
1890. " H. S. Pingree.  
1870. City Clerk, Henry Starkey;  
1890. " " A. G. Kronberg.  
1870. City Counsellor, J. P. Whittemore;  
1890. " " John W. McGrath.  
1870. City Attorney, James J. Brown.  
1890. " " Chas. W. Casgrain.  
1870. City Historiographer, vacant;  
1890. " " Silas Farmer.  
1870. City Physicians, J. M. Bigelow, Andrew Borrowman, P. P. Gilmartin, E. Leach;  
1890. " " M. H. Andrews, Angus McLean, Hugo Erichsen.

*County Officers.*

1870. County Auditors, A. Blue, M. Kennedy, J. A. Visgar;  
1890. " " A. Stoll, C. P. Collins, W. C. Mahoney.  
1870. County Clerk, Stephen P. Purdy;  
1890. " " W. P. Lane.  
1870. County Treasurer, Paul Gies;  
1890. " " Ralph Phelps, Jr.  
1870. County Register, Alonzo Eaton;  
1890. " " R. Bolger.

## CHAPTER IV.

### CITY VALUATION—CITY DEBT—CITY AND COUNTY TAXES.

The increasing prosperity and growth of the city is strongly exhibited in the increased valuation of property. In 1870 the assessors valuation of the real estate in Detroit was \$16,872,333. In 1889 their valuation was \$117,453,140. The valuation of the personal property in 1870 was \$6,730,994; in 1889 it was \$39,052,650. The total amount of the city taxes in 1870 was \$631,872; in 1890 the amount is \$2,545,327.

The net city debt in 1870, less the amount in the sinking fund and including the debt of the Water Board, was \$1,610,542. In 1890, including the debt of the Water Board and deducting the amount in the sinking fund, the city debt is \$2,277,403, the net debt of the city proper being only \$972,078.

The financial officers of the city in 1870 were as follows: Controller, B. G. Stimson; Assessor, Jeremiah Godfrey; Board of Review: A. A. Rabineau, G. M. Rich, J. C. Warner; City Collector, Thos. Joyce; Treasurer, E. S. Leadbeater; Receiver of Taxes, W. Y. Rumney.

In 1890 the following persons are serving: Controller, Peter Rush; Assessors, C. M. Garrison, J. J. Perrien, Theodore Rentz; Treasurer, Thomas P. Tuite; Receiver of Taxes, C. K. Trombly.

## CITY TAXES; WHEN AND HOW PAYABLE.

The estimates for taxes, as submitted by the Controller, are required to be adopted by the Common Council before April 5 of each year, and must be submitted to the Board of Estimates in time to be confirmed by the Council before April 15. While the members of the Council are considering the estimates, the Board of Assessors have been completing their valuation of the property to be taxed; and, at least two weeks before April 1, they are required to give notice that they will sit until April 5 to hear complaints and make corrections in the valuations. After this has been done, on or before the third Tuesday of April, they send the completed tax roll to the Board of Aldermen, and within a week thereafter the Board of Aldermen begin to hold sessions as a Board of Review to hear complaints, and, if necessary, to correct the rolls. Their sessions continue not over sixteen days, after which, about the middle of May, the rolls are confirmed. The assessors then compute the amount of taxes payable on each valuation contained on the rolls, and taxes may be paid during the month of July without percentage. Since the law of 1879, if the clerks in office are so busy that they cannot receive all taxes offered, lists of property, with names of owners, may be handed in on or before July 25, and the parties can have until August 10 to pay the amounts, if there is no opportunity of paying sooner. On the first of August interest, at the rate of one per cent a month, is added for July, and at the same rate the first of each month until the first of January, unless the tax is paid. If not paid by the first of January, the six per cent that has accrued is added to the original tax, and interest is charged at the rate of ten per cent per annum until the tax is paid. If not paid by the first of February, the

Receiver of Taxes is authorized to advertise the property for sale; but as it takes some time to prepare them, the lists are usually not printed until about May 1, when the property is advertised for sale for four successive weeks. After this the cost of advertising, amounting to about fifty cents, is added, and interest continues to be reckoned at the rate of ten per cent per annum. If the tax is not paid the property is sold about June 1, the exact day being discretionary with the Receiver of Taxes. The sale indicates only that the purchaser is entitled to the use of the property purchased for the number of years agreed upon at time of sale; but if the owner neglects to redeem it, the sale is confirmed by a regular transfer of title by the city. Records of sales are filed in the City Treasurer's office. The property can be redeemed at any time within one year after sale by paying the amount due at time of sale and interest at the rate of ten per cent per annum. Soon after the sale a list of all property on which the taxes have not been paid, nor cancelled by sales, is furnished by the Receiver to the City Treasurer, to be thereafter collected through him.

At the annual sale, unless some private person bids the amount of the tax, all lands on which taxes are unpaid are sold to the city, and the amounts received for back taxes in the Treasurer's office are credited as receipts from "City Bids."

Taxes or assessments for the building of sidewalks and sewers, or for the paving of streets, are kept entirely distinct from the regular city taxes, and are payable within thirty days from the time the rolls are placed in hands of Receiver. If not paid within thirty days, the Receiver of Taxes can, at his discretion, advertise for sale the property on which these taxes are levied.

## STATE AND COUNTY TAXES: WHEN PAYABLE.

Under the tax law of March 14, 1882, and Act of June 6, 1883, the State and County taxes for each current year become a lien on the property on December 1, and one per cent on the amount is allowed the township treasurers for collecting the same. After January 1 four per cent is allowed the township treasurers. Within the city of Detroit the taxes are payable to the county treasurer up to December 16 without any percentage. If not paid by December 16, four per cent is added to the amount of the original tax, which must be paid by the first of February, unless the time is extended by the Common Council or the Township Board; but not over one month of additional time can be granted. If not paid by the first of March, two per cent additional is added, and then one per cent a month up to June 1, and if not then paid, a further sum of twenty per cent per year is charged until paid.

On the first of March a list of all lands on which the taxes are unpaid is forwarded by the county treasurer to the auditor-general, and if the taxes remain unpaid one year or more after the first of July, the lands are then sold on the first of May in the next year. The sale is made by the county treasurer, who, within twenty days after the sale, must file with the clerk of the Circuit Court a list of the lands sold, and unless objection is made, within eight days thereafter the sale is confirmed. At any time within one year thereafter the court can set aside the sale, upon such terms as are deemed just; but no sale can be set aside after the purchaser or his assignee has been in possession for five years.

## CHAPTER V.

### PARKS—BRIDGE—BOULEVARD—STREETS AND STREET RAILWAYS.

A most noticeable indication of progress in the way of a permanent attraction provided by the city government, is the beautiful Island Park, known as Belle Isle.

This Park contains 700 acres and was purchased in 1879 at a cost of \$200,000, and over \$400,000 additional has been expended upon it. An elegant Casino, boat-houses, and other needful buildings have been erected, canals excavated and the low marsh lands along the edge of the island are being transformed into water and drive-ways.

The underbrush has also been largely removed, rustic bridges erected, roads and paths laid out, and a variety of attractions and conveniences provided.

There is an abundance of trees of native growth, and in the season no more attractive and delightful park can be found in this or any other land, and eventually it is possibly destined to surpass all other resorts of like nature.

The passing vessels, which number more than enter the port of London, afford a continually changing scene, and altogether the view on a summer day is hardly equalled anywhere.

During 1889 a bridge was completed from the foot of the Boulevard to the island at a cost of \$300,000. It was opened to the public on May 12, of that year, is provided with a draw, and is a little over 2000 feet long. Travelers

on foot or in carriages are amply provided for, and one of the most pleasing views in or near the city is the view up and down the river from the center of the bridge.

The Boulevard, which at a distance of about three miles from the center surrounds the city on three sides, bears an important relation to the Park as well as to the city. Its inception dates from 1879, and although not fully opened the near future will see it completed, and for all time it must prove one of the most attractive driveways in or near the city. It is from one hundred and fifty to two hundred feet wide, and will be about twelve miles long. Up to 1890 over \$100,000 had been spent upon it in procuring rights of way and improving the route.

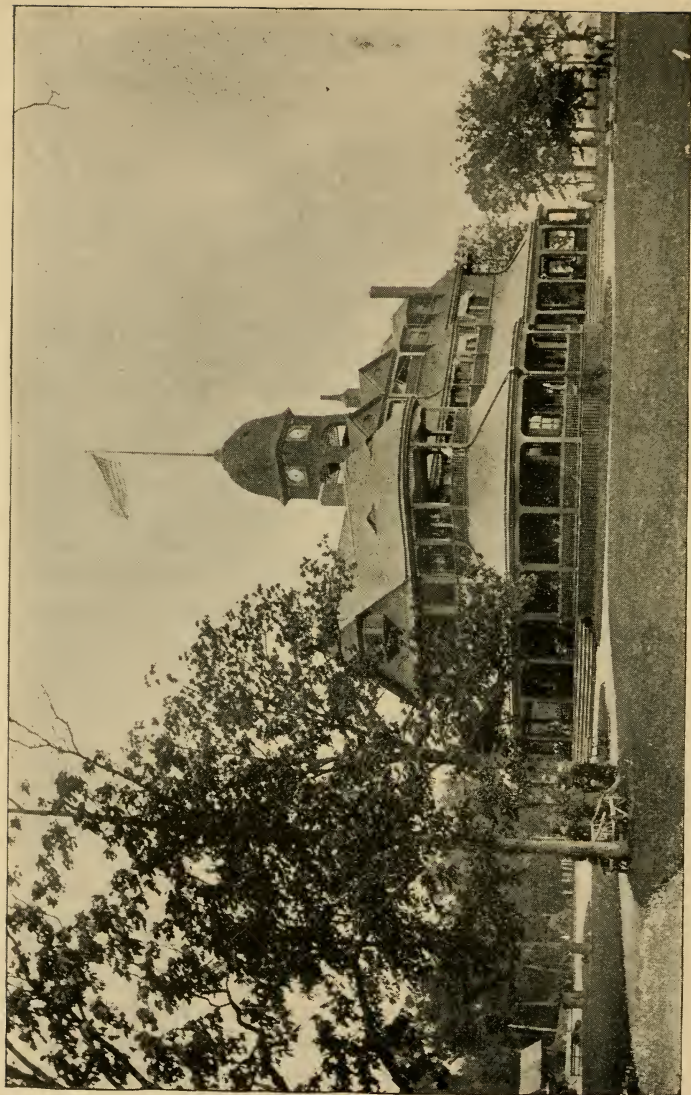
In 1870 the Parks were under control of the common council. At the present time all of the Parks and also the Boulevard are cared for by the Commissioners of Parks and Boulevard, the members of the Commission in 1890 being Geo. H. Russel, Wm. Livingstone, jr., John Erhardt and W. K. Parcher, with John R. Stirling as Secretary and Wm. Ferguson as Superintendent.

## STREETS.

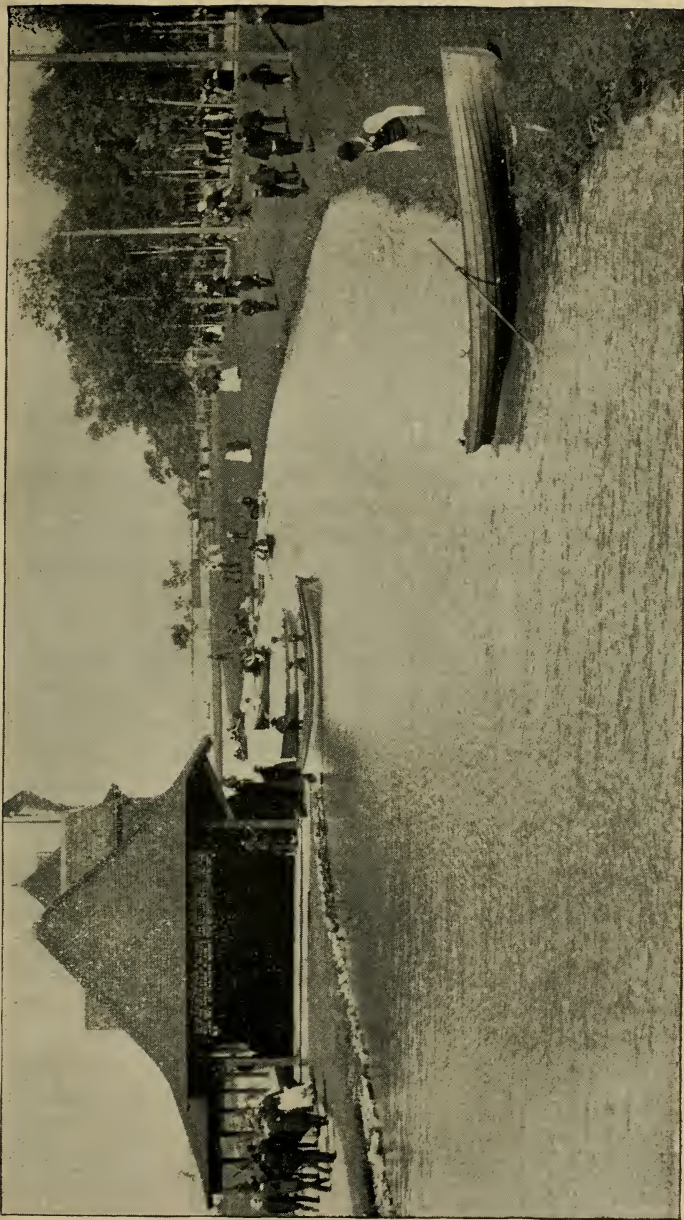
Within the last two decades scores of streets have been paved, more than half of the city having been gone over, and out of a total of 150 miles of streets now paved, 118 miles have been laid since 1870. Not much, however, can be said in favor of the durability of the most of the pavements, but the indications are that the year 1890 will see valuable changes inaugurated in the kind of pavements used and the methods of laying the same. Cass and Ferry avenues are paved for some distance with asphalt, and are so smooth that they find much favor with many persons.

Street-sweeping machines were first introduced in 1882,









BOAT HOUSE ON BELLE ISLE.

and, efficiently and intelligently operated, are of great advantage.

The laying of stone sidewalks has become very general since 1875, and it is claimed that the city is exceptionally well provided for in this regard.

The streets in 1870 were cared for by a great variety of officers, all of whom were displaced by the Board of Public Works, which began its duties in 1874. The officers having the care of the streets in 1870 were as follows:—Street Commissioners—Eastern District, Robert Reaume; Western District, Patrick Hayes. City Surveyor, Eugene Robinson. Commissioners on Plan of City—Geo. S. Frost, M. F. Dickinson, J. N. Ford. Commissioners of Grades—James Anderson, S. Folsom and James Dubois. The successors of all these officers, the Board of Works is composed in 1890 of W. H. Langley, James Hanley and M. J. Griffin. Wm. Voigt, jr., is City Engineer.

In street car lines there has been a very large increase since 1870, the lines then existing were the Jefferson, the Woodward, the Gratiot, the Michigan avenue, Grand River avenue, Fort Wayne and Elmwood, and Hamtramck.

During the last twenty years the routes existing in 1870 have been largely extended, and the following new lines have been built:—Cass avenue and Third street, Congress and Baker, Brush street, Trumbull avenue, Myrtle street, Highland Park, Dix avenue, Crawford, Chene, Fort street East, Mack road and Congress street. These later lines have more than doubled the mileage, and several other lines will doubtless be in operation within a year.

## CHAPTER VI.

### WATER-WORKS—FIRE DEPARTMENT—HEALTH REGULATIONS—SEWERS.

No one department of the city government shows a greater advance since 1870 than that directed by the Board of Water Commissioners. In 1870, the reservoir located on the Dequindre farm, within the city, near the House of Correction, was in use ; now, and for some years past, the Works have been located a mile or more beyond the extreme eastern boundary of the city.

Then there was but 129 miles of pipeage, the largest being only two feet in diameter ; now pipes three and one-half feet in diameter are used, and there are 344 miles of pipeage. Then the Works were delivering about 5,000,000 gallons of water daily ; now over 35,000,000 gallons are delivered per diem.

In 1870, the value of the Works was a little over \$1,000,000. In 1890 they are valued at nearly \$3,500,000, and the present debt is only about \$500,000 more than it was in 1870, showing an increase in assets of some \$2,000,000. In 1870, the water rates produced only \$127,143. In 1890 they will produce \$367,925.

A most remarkable and valuable gift was made to the Board in 1885 by the will of Chauncey Hurlbut, one of the former Commissioners. He gave a valuable library and other property, amounting in value to \$250,000, to enlarge the library and improve the grounds where the Works are located.

The members of the Board in 1870 were John Owen, Caleb Van Husan, Chauncey Hurlbut, A. D. Fraser and J. S. Farrand. In 1890 the Board consists of John Pridgeon, S. G. Caskey, August Goebel, J. S. Farrand and Joseph Nagel.

## FIRE DEPARTMENT.

It would be strange indeed, and would show lamentable indifference or carelessness, if the present condition of the Fire Department did not show a great gain as compared with twenty years ago.

In 1870 the Steam Fire Department was but three years old, and had hardly reached good working order. There was then but six steamers and one hook-and-ladder company. Now there are in commission fifteen steamers, six hook-and-ladder trucks and four chemical engines, besides two steamers and one truck as reserves.

Then there were 136 reservoirs and 365 hydrants ; now there are 383 reservoirs and 1,693 hydrants. Then there were but 60 fire-alarm boxes ; now there are 249.

In 1870 the expenditures of the Department amounted to \$78,106; the expenditures last year were \$324,223. The value of the property of the Department in 1870 was \$202,730 ; now it is valued at \$886,411. These figures, however, only faintly bring before the mind the real improvement in the effectiveness of the Department. All of the engines now in use are greatly the superior of those employed in 1870; and the appliances for securing rapid work have been greatly improved and largely increased in number. The hose carts are now provided with four instead of two horses ; the method of giving alarms has been skillfully improved, and an almost perfect system has been attained in the entire management of the service.

The *personnel* of the force is better than formerly, and

the almost perfection of discipline obtained and continually in force is not excelled anywhere. A rigid system of inspection over all buildings being repaired or newly erected is in force, and the probabilities of fires greatly lessened.

The Commissioners and officers in 1870 were as follows: Commissioners—T. H. Hinchman, L. H. Cobb, Wm. Duncan, Benj. Vernor; Secretary, B. F. Baker; Chief Engineer, James Battle.



CLIFFORD STREET ENGINE HOUSE.



In 1890, the officers and Commissioners are :—M. H. Godfrey, Fred. T. Moran, Bruce Goodfellow, Oren Scotten ; Secretary and Treasurer, J. E. Tryon ; Chief Engineer, James Battle ; Assistant Engineer, J. R. Elliott ; Superintendent of Telegraph, W. J. Gardner.

NUMBER AND LOCATION OF FIRE ALARM BOXES.

- 2—Woodward Avenue and Fort Street.
- 3—Hook and Ladder House No. 1, Larned and Wayne Streets.
- 4—Woodward Avenue and Larned Streets.
- 5—Police Station, Woodbridge Street.
- 5—Jefferson and Woodward Avenues.
- 6—Woodbridge and Shelby Streets.
- 6—Jefferson Avenue and Shelby Street.
- 7—First and Fort Streets.
- 8—Jefferson Avenue and First Street.
- 8—River and Third Streets.
- 9—Lafayette Avenue and Third Street.
- 12—Michigan Avenue and First Street.
- 13—Michigan and Washington Avenues.
- 13—Rowland and State Streets.
- 14—Engine House No. 3, Clifford Street near Woodward Avenue.
- 15—Woodward and Gratiot Avenues.
- 16—Detroit Opera House.
- 17—Monroe Avenue and Farmer Street.
- 17—Randolph Street and Gratiot Avenue.
- 18—Randolph and Harriet Streets.
- 19—Miner's Opera House.
- 21—Randolph and Congress Streets.
- 21—Randolph and Larned Streets.
- 23—Vinton & Co., Woodbridge Street E.

- 24—Ferry's Seed Factory, Brush Street.
- 25—Jefferson Avenue and Brush Street.
- 26—Atwater and Hastings Streets.
- 27—Atwater and Riopelle Streets.
- 28—Atwater Street and St. Aubin Avenue.
- 29—Atwater and Chene Streets.
- 31—McDougall Avenue and Wight Street.
- 32—Jefferson Avenue and Adair Street.
- 34—Frost's Wooden Ware Works.
- 35—Berry Bros.' Varnish Works.
- 36—Michigan Bolt and Nut Works.
- 37—Detroit Stove Works.
- 38—Jefferson and Field Avenues.
- 38—Hook and Ladder House No. 6, Concord Avenue,  
near Congress Street.
- 39—Jefferson and Meldrum Avenues.
- 41—Fort and Beaubien Streets.
- 42—Antoine and Croghan Streets.
- 43—Engine House No. 2, Antoine and Larned Streets.
- 45—Hastings and Fort Streets.
- 46—Rivard and Clinton Streets.
- 47—Russell and Catharine Streets.
- 48—Russell and Croghan Streets.
- 49—Jefferson Avenue and Rivard Street.
- 51—Engine House No. 9, Larned and Riopelle Streets.
- 52—Dequindre and Croghan Streets.
- 53—Orleans and Maple Streets.
- 54—Fort and Dubois Streets.
- 56—Jefferson Avenue and Dubois Street.
- 57—Congress Street and Joseph Campau Avenue.
- 58—Croghan Street and Joseph Campau Avenue.
- 59—Chene Street and Clinton Avenue.
- 61—St. Aubin Avenue and Sherman Street.
- 62—Chene and Maple Streets.

- 63—Joseph Campau Avenue and Chestnut Street.
- 64—McDougall and Clinton Avenues.
- 65—Engine House No. 7, Fort Street and Elmwood Ave.
- 67—McDougall Avenue and Cleveland Street.
- 68—Chene and Waterloo Streets.
- 71—Congress and Lieb Streets.
- 72—Champlain Street and Bellevue Avenue.
- 73—Mt. Elliott Avenue and St. Paul Street.
- 74—Champlain Street and Sheridan Avenue.
- 75—Sheridan Avenue and St. Paul Street.
- 81—Mt. Elliott Avenue and Arndt Street.
- 82—Elmwood Avenue and Arndt Street.
- 83—Mt. Elliott Avenue and Mack Street.
- 123—River and Fifth Streets.
- 124—River and Eighth Streets.
- 125—Fort and Eleventh Street.
- 126—River and Lafferty Streets.
- 127—Fort and Hoffman Streets.
- 128—River and Stanton Streets.
- 129—River and Twenty-second Streets.
- 132—Fort and Twenty-fourth Streets.
- 134—River and Minnie Streets.
- 135—Engine House No. 15, Hubbard Avenue, near Fort Street.
- 136—River Street and Clark Avenue.
- 137—River Street and Junction Avenue.
- 138—Fort and Morrell Streets.
- 139—Lansing Avenue and Porter Street.
- 142—Lafayette Avenue and Sixth Street.
- 143—Fourth and Porter Streets.
- 145—Engine House No. 8, Sixth and Baker Streets.
- 146—Seventh and Abbott Streets.
- 147—Tenth and Porter Streets.
- 148—Twelfth and Howard Streets.



- 152—Twelfth and Baker Streets.
- 152—Fourteenth Avenue and Baker Streets.
- 153—Fifteenth and Porter Streets.
- 154—Sixteenth and Dalzell Streets.
- 156—Engine House No. 4, Eighteenth and Howard Streets.
- 157—Nineteenth and Baker Streets.
- 158—Howard and Twenty-second Streets.
- 162—Twenty-second Street and Bristol Place.
- 163—Hook and Ladder House No. 4, Twentieth Street.
- 164—Bridge and Iron Works, Foundry Street.
- 165—Twenty-fourth and Baker Streets.
- 167—Twenty-fourth Street and M. C. R. R.
- 172—Hubbard and Dix Avenues.
- 173—Engine House No. 14, Scotten near Michigan Ave.
- 174—Lansing and Dix Avenues.
- 175—Detroit Spring Works.
- 176—Toledo and Lansing Avenues.
- 178—Brandon and Hubbard Avenues.
- 182—Michigan Car Co.
- 183—Grand Trunk Round House.
- 184—Junction and Southern Avenues.
- 192—Michigan Central Shops.
- 213—Beaubien and Clinton Streets.
- 214—Gratiot Avenue and Hastings Street.
- 214—Gratiot Avenue and Rivard Street.
- 215—Gratiot Avenue and Dequindre Street.
- 216—Gratiot Avenue and Dubois Street.
- 217—Engine House No. 11, Gratiot and Grandy Avenues.
- 218—Gratiot and Ellmwood Avenues.
- 219—Gratiot and Mt. Elliott Avenues.
- 219—Gratiot and Bellevue Avenues.
- 231—Hastings and Napoleon Streets.
- 234—Engine House No. 6, Russell and High Streets.
- 235—House of Correction, Russell Street.

- 235—H. & L. House No. 5, Russell and Calhoun Streets.
- 236—Rivard and Benton Streets.
- 237—Hastings and Indiana Streets.
- 238—Hastings and Alfred Streets.
- 239—Russell and Leland Streets.
- 241—Riopelle and Bellair Streets.
- 243—St. Aubin Avenue and Scott Street.
- 245—St. Aubin Avenue and Superior Street.
- 246—Canfield and Riopelle Streets.
- 247—Canfield Street and Grandy Avenue.
- 247—Canfield and Collins Streets.
- 248—Illinois Street and Joseph Campau Avenue.
- 251—St. Aubin Avenue and Farnsworth Street.
- 253—Russell Street and Forest Avenue.
- 254—Engine House No. 13, Russell and Ferry Streets.
- 256—Trombly and Orleans Streets.
- 261—Russell Street and Piquette Avenue.
- 263—Hastings Street and Milwaukee Avenue.
- 274—Grandy and Palmer Avenues.
- 312—Michigan Avenue and Seventh Street.
- 312—Michigan and Trumbull Avenues.
- 314—Michigan Avenue and Twelfth Street.
- 315—Michigan and Fourteenth Avenues.
- 316—Michigan Avenue and Eighteenth Street.
- 317—Michigan and Maybury Avenues.
- 318—Michigan Avenue and Twenty-fourth Street.
- 319—Michigan and Vinewood Avenue.
- 321—Michigan Avenue and Twenty-eighth Street.
- 324—Michigan Avenue and Thirty-third Street.
- 325—Michigan and Wesson Avenues.
- 341—Third and Beech Streets.
- 342—Fifth and Plum Streets.
- 345—Seventh and Locust Streets.
- 346—Trumbull Avenue and Perry Street.

- 351—National Avenue and Locust.
- 352—Twelfth and Spruce Streets.
- 354—Twelfth and Ash Streets.
- 356—Wabash Avenue and Butternut Street.
- 361—Wabash Avenue and Magnolia Street.
- 362—Sixteenth and Linden Streets.
- 364—Engine House No. 10, Sixteenth Street, at the head  
of Bagg Street.
- 365—Seventeenth and Ash Streets.
- 367—Humboldt Avenue and Buchanan Street.
- 368—Fourteenth Avenue and Buchanan Street.
- 371—Maybury Avenue and Magnolia Street.
- 372—Humboldt Avenue and Myrtle Street.
- 372—Twenty-fourth and Myrtle Streets.
- 374—Twenty-fourth and Buchanan Streets.
- 375—Maybury Avenue and Ash Street.
- 376—Buchanan and Twenty-eighth Streets.
- 381—Vinewood Avenue and Visgar Street.
- 412—Woodward and Adams Avenues.
- 413—Woodward Avenue and High Street.
- 415—Woodward Avenue and Peterboro Street.
- 416—Woodward Avenue and Parsons Street.
- 417—Woodward and Willis Avenues.
- 418—Woodward and Putnam Avenues.
- 421—Woodward and Medbury Avenues.
- 423—Woodward Avenue and Boulevard.
- 431—Adams Avenue and Beaubien Street.
- 432—John R and Columbia Streets.
- 435—Beaubien and Winder Streets.
- 436—High and Antoine Streets.
- 437—Beaubien and Brewster Streets.
- 451—John R and Alfred Streets.
- 452—Antoine and Watson Streets.
- 453—Beaubien and Brady Streets.

- 461—Beaubien and Fremont Streets.
- 462—Antoine and Farnsworth Streets.
- 463—John R and Ferry Streets.
- 465—Beaubien Street and Piquette Avenue.
- 467—John R Street and Baltimore Avenue.
- 512—Grand River and Cass Avenues.
- 512—Grand River Avenue and Park Place.
- 513—Grand River Avenue and Cherry Street.
- 514—Grand River Avenue and Pine Street.
- 516—Grand River Avenue and Seventh Street.
- 517—Grand River and Trumbull Avenues.
- 518—Grand River and National Avenues.
- 521—Grand River Avenue and Twelfth Street.
- 523—Engine House No. 12, Grand River Avenue and Sixteenth Street.
- 523—Grand River and Hudson Avenues.
- 531—Hook and Ladder House No. 3, Montcalm Street, near Park Street.
- 532—Cass Avenue and Sibley Street.
- 534—Third Avenue and Bagge Street.
- 536—Second Avenue and Joy Street.
- 537—Third and Selden Avenues.
- 538—Fifth and Marcy Streets.
- 541—Crawford and Brainard Streets.
- 542—Engine House No. 5, Alexandrine Avenue near Cass Avenue.
- 543—Crawford Street and Willis Avenue.
- 546—Crawford Street and Forest Avenue.
- 547—Crawford Street and Putnam Avenue.
- 561—Third and Hancock Avenue.
- 562—Lincoln and Willis Avenue.
- 563—Twelfth Street and Hudson Avenue.
- 564—Twelfth Street and Hancock Avenue.
- 571—Lincoln Avenue and Kirby Street.

- 572—Third and Holden Avenues.
- 573—Lincoln and Holden Avenues.
- 612—Harper Hospital.
- 613—Grace Hospital.
- 614—Home of the Friendless.
- 615—Thompson Home.
- 617—Woman's Hospital.
- 618—Home for Aged Poor.
- 619—House of Providence.
- 621—Protestant Orphan Asylum.
- 623—Marine Hospital.
- 624—St. Vincent's Orphan Asylum.
- 625—St. Mary's Hospital.
- 631—Detroit College of Medicine.
- 632—Police Headquarters.
- 634—City Hall.
- 635—High School.
- 637—Central Market.
- 638—Public Library.
- 641—Telephone Exchange.
- 642—Detroit Sanitarium.
- 643—House of Good Shepherd.
- 645—St. Luke's Hospital.
- 651—Fort Wayne.
- 652—City Hospital.
- 653—Young Woman's Home.
- 654—Belle Isle Park.

## HEALTH REGULATIONS.

A very marked improvement has been made since 1870 in the regulations concerning the public health. This Department, in 1870, was nominally officered by the appointment of Doctors Zina Pitcher and Wm. Brodie as

a Board of Health, but they had few powers, no regular meetings were held, and there was little or no system in this important factor in the city's welfare.

Beginning with the year 1881 under an entirely new law, which is still in force, a Board of Health was constituted which has much larger powers, with ample funds for carrying out its plans, and with a competent executive officer to see that its directions are enforced.

Under the old law of 1870 there was no placarding of houses in the case of infectious diseases, and no complete register of burials. Now these matters are thoroughly and vigilantly attended to; and there is also under the direction of the police a sanitary squad, who secure the abatement of nuisances; and, under a yearly contract, the garbage is collected by a responsible company, who burn it and utilize its products. In addition to these methods, inspectors of meat and milk prevent the sale of unsound provisions and adulterated milk.

The city has also provided, at a cost of \$14,000, a hospital located on Crawford avenue, in which persons having contagious diseases are treated.

The Board of Health in 1890 is composed of Doctors Wm. Brodie, Peter Klein and Geo. P. Andrews, with Dr. S. P. Duffield as chief executive officer. The Mayor, Controller, and President of the Metropolitan Police Commission are members of the Board *ex-officio*.

#### SEWERS.

The sewerage of the city has been enormously increased since 1870. There was then but 31 miles of public and the same number of miles of private sewers; now there are 108 miles of public and 162 miles of private sewers,—and a total of \$2,000,000 has been expended for these purposes since 1870.

## CHAPTER VII.

### UNITED STATES, CIRCUIT, RECORDER'S, POLICE, AND JUSTICES' COURTS—JURY COMMISSION.

In some respects it may seem an unfortunate statement, but it is nevertheless true, that the increase of courts and judges affords a very definite indication of the growth of any city. The larger the population and the greater the amount of business transacted, the greater the complications that arise, and of necessity a larger number of differences and suits at law follow.

In Detroit there has been a notable increase in the number of judges and suits since 1870. Then we had but one judge of the Circuit Court of the county, Jared Patchin; now we have four judges—C. J. Reilly, G. S. Hosmer, George Gartner and H. B. Brevoort.

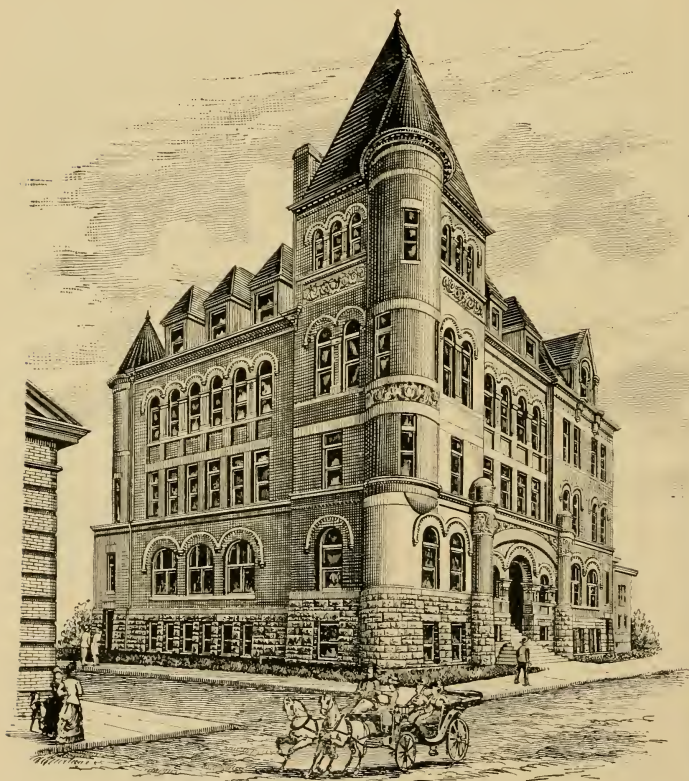
The largest indication of the increase of court business is found in the number of cases noticed for trial. The records of the Wayne Circuit Court for 1870 show that there was begun in that year 674 law cases and 211 chancery suits—a total of 885. In 1889 there was begun 1109 law and 684 chancery cases. This shows a very large increase, but, in addition, the miscellaneous business in the way of writs and other legal business has increased in even a larger proportion.

In 1870, the Circuit Court Commissioners were B. T. Prentis and E. Minock. In 1890 they are John Considine, jr., and L. C. Watson. In 1870, J. D. Weir was Judge of the Probate Court, and in 1890 E. O. Durfee is serving. In 1870, the Recorder's Court was presided



over by Judge Geo. S. Swift, with John T. Meldrum as Clerk. The present Judge is F. H. Chambers, with Geo. H. Leshar as Clerk and Chas. R. Bagg as Deputy Clerk.

In 1870 we had but one Police Justice, A. G. Boynton; now we have two Judges, John Miner and Edmund Haug. During this year, the Police and Recorder's courts will be moved into the new Municipal Court building located



MUNICIPAL COURT BUILDING.

on the corner Clinton and Raynor streets. It cost about \$50,000, and is quite an imposing structure.

The number of Judges of the State Supreme Court has been increased from four to five, and all the sessions of that court are now held at Lansing instead of half of the time at Detroit. During this same period the United States Bankruptcy Court was discontinued, and the Superior Court of Detroit was both created and abolished.

The officers of the United States Circuit and District courts in 1870 were as follows:—Circuit Judge, H. H. Emmons; Clerk, Addison Mandell; District Judge, John W. Longyear; Clerk, D. J. Davison. In 1890 the officers are:—Circuit Judge, Howell E. Jackson; Clerk, Walter S. Harsha. District Judge, H. B. Brown; Clerk, D. J. Davison. U. S. Attorney, 1870, A. B. Maynard; 1890, T. F. Shepard. U. S. Marshal, 1870, J. R. Bennett; 1890, Wm. Van Buren.

A very great gain in uniformity of administration and methods was obtained by the reorganization of the Justices' Courts in 1885. The Justices in 1870 were A. Wuerth, Andrew Ladue, T. McCarthy, Garry Spencer and Peter Guenther. In 1890 the Justices are Walter Ross, O. L. Kinney, John Patton and J. C. Gibson. The Clerk is Wm. F. Baker.

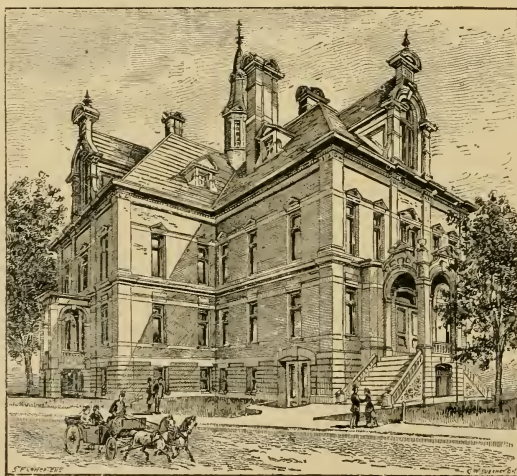
An improvement in the methods used for the selection of jurors in courts of record is also deserving of notice. In 1870 they were selected by the supervisors, aldermen, town clerks and assessors of Detroit. Since 1887 they have been selected by a jury commission of eleven members, appointed by the Governor. The names of the present officers are as follows:—J. M. Richardson, David Frey, O. R. Pattengill, F. W. Marchner, W. H. Coots, Frank Bleser, A. H. Raynor, J. M. Welsh, W. S. Morey, Alvin Seaman, William Cox.

## CHAPTER VIII.

### POLICE—SHERIFF—PROSECUTING ATTORNEY— HOUSE OF CORRECTION.

Since the year 1870, no department of the city government has better kept pace with its growth and needs than that under the control of the Police Commission. Its administration has been careful and conservative, but also progressive, and almost uniformly it has deserved and obtained the approval of those citizens who have had most at stake in the welfare of the city.

In 1870 there was but one police station, and this was



POLICE HEADQUARTERS.

on Woodbridge street, near Woodward avenue. Now there are nine stations and sub-stations, besides the imposing station headquarters on the corner of Farmer and Bates streets.

The other stations are located as follows:—

Gratiot Avenue—Northeast corner of Russell Street.

Trumbull Avenue—Southeast corner of Michigan Avenue.

Elmwood Avenue—East side, between Fort and Champlain streets.

Twentieth Street—East side, between Michigan Avenue and Michigan Central Railroad.

Canfield Street—North side, near Woodward Avenue.

Grand River Avenue—Northeast corner of Twelfth Street.

Woodbridge Street—North side, near Twenty-fourth Street.

Canfield Street—Between Chene Street and Joseph Campau Avenue.

Scotten Avenue—East side, between Lafayette Avenue and Lafayette Place.

In 1870 there were 77 patrolmen, and the total force numbered 88. In 1890 there are 285 patrolmen, and the total force numbers 348. In 1870 there was no police telegraph and no patrol signal-boxes or wagons; now there are 177 signal-boxes and five patrol wagons.

The force in 1870 was officered as follows: Commissioners—J. S. Farrand, John J. Bagley, Alex. Lewis, S. D. Miller; Superintendent, M. V. Borgman; Secretary, James S. Booth; Surgeon, Dr. D. O. Farrand; Attorney, J. Logan Chipman; Captain, P. N. Girardin. The officers in 1890 are: Commissioners—S. D. Miller, H. M. Dean, W. C. Colburn and F. J. Hecker; Superintendent, James E. Pittman; Deputy Superintendent, M. V. Borgman; Secretary, Lincoln R. Meserve; Surgeon, Dr. J. B. Book; Attorney, Chas. M. Swift. Captains—C. C. Starkweather, W. H. Myler, Joseph Burger, Jesse Mark.

## SHERIFF AND PROSECUTING ATTORNEY.

The Sheriff in 1870 was John Patton; in 1890 L. B. Littlefield is serving. In 1870, Phillip J. D. Van Dyke was Prosecuting Attorney. In 1890 the office is filled by J. V. D. Willcox, and there are two assistants--A. H. Fraser and J. B. Whelan.

## HOUSE OF CORRECTION.

This is the only city institution that is not only self-supporting but also a source of revenue, and there are probably few penal institutions of the kind in the world conducted on so successful a business basis. During its existence it has cared for and maintained about 25,000 prisoners and turned over to the city since 1870 the enormous sum of \$270,000. It has also kept intact the city's investment of about \$200,000, and has added to it, over and above the cash turned over, at least \$200,000 additional, thus showing a net gain to the city, over and above expenses, of about \$470,000.

It goes without saying that it might be made still more profitable if all the well-known tramps, and thieves were run in and compelled to work for, instead of preying on, the community. The institution was at first managed by a Board consisting of the Mayor and three inspectors of his appointment. The official roster in 1870 was as follows: Inspectors--L. M. Mason, G. V. N. Lothrop and N. W. Brooks, with Z. Brockway as Superintendent.

Since 1881 the Board of Inspectors has consisted of four persons appointed as such. The officers for 1890 are Inspectors A. Ives, F. W. Lichtenberg, W. J. Chittenden, and Jeremiah Dwyer, with Joseph Nicholson as Superintendent.



## CHAPTER IX.

### PUBLIC, PRIVATE AND PAROCHIAL SCHOOLS—MEDICAL AND BUSINESS COLLEGES—THE PUBLIC LIBRARY.

The educational facilities of 1890 as compared with those of 1870, make a very gratifying exhibit. The number of public schools in 1870, several being sometimes in operation under one roof, was 122; now there are 381. In 1870 there were twenty-three buildings owned by the Board of Education; now there are forty-eight. The names of the schools, their locations, and the names of their principals are as follows:

Bagley, Fourteenth Avenue and Pine Street, Margaret E. Monaghan.

Barstow, Larned Street near Riopelle, Caroline Crossman.

Bellefontaine, Morrell Street near Fort, Wm. A. Ellis.

Bellevue, Bellevue Avenue near Champlain Street, Anna Devine.

Bishop, Winder Street near Rivard, Lewis G. Gorton.

Brownson, Maple Street between Chene and Jos. Campau Avenue, Augusta D. Schrade.

Campbell, St. Aubin Avenue and Alexandrine Avenue, Albina Aldridge.

Cass, Grand River Avenue and Second Avenue, Samuel E. Whitney.

Chaney, Sullivan Avenue near Linden Street, Marion Law.

Clay, Pitcher Street near Cass Avenue, Abigail A. Michaels.

Clinton, Clinton Avenue near Rivard Street, Wales C. Martindale.

Craft, Vinewood Avenue near Ash Street, Sarah M. Howard.

Custer, Hammond Avenue near Ranspach Avenue, Mary E. Markey.

Duffield, Clinton Avenue near Chene Street, Horatio G. Jones.

Everett, Fort Street near Hastings, Margaret M. Rose.

Farrand, Harper Avenue and John R Street, Minnie H. Dole.

Ferry, Ferry Avenue and Jos. Campau Avenue, H. A. Duncan.

Firnane, Fort Street near McDougall Avenue, Emma R. Gray.

Franklin, Seventh Street near Locust, Isabel H. McKay.

Garfield, River Street and Frederick, Ella Thompson.

Gratiot, Gratiot Avenue near First Toll Gate, Sarah Ruehle.

Hancock, Hancock Avenue and Fourteenth Street, Ine M. Welch.

Hickey, Eighteenth Street and McGraw Avenue, Clara E. Cogger.

High, Griswold Street and State, Frederick L. Bliss.

Houghtou, Abbott Street and Sixth, Anna M. Joyce.

Hubbard, Twenty-fifth Street and Labrosse, Harriet C. Park.

Irving, Willis Avenue near Woodward Avenue, Roena Holbrook.

Jackson, Larned Street near Dubois, Mary L. Redmond.

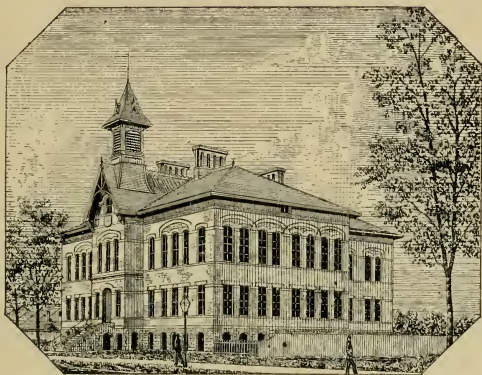


Jefferson, Selden Avenue and Crawford Street, Fred M. Moe.

Johnston, Waterloo Street near Dubois, Lizzie C. Richardson.

Lincoln, Kentucky and St. Antoine Streets, Elvira E. Edens.

Livernois, Livernois Avenue near Michigan Avenue, Effie M. Proctor.



IRVING SCHOOL.

McKinstry, McKinstry Avenue and McMillan Avenue, Kate Monaghan.

Miami, near Willcox, Milton J. Whitney.

Newberry, Twenty-ninth Street near Visgar Avenue, Benj. A. Nolan.

Nichls, Elm Street near Seventh, Eliza S. Foote.

Norvell, Arndt Street near Campau Avenue, Martha Baldwin.

John Owen, Myrtle Street and Thirteenth, Kate E. Lenaghan.

Potter, Tillman near Magnolia, Maud Burrows.

Pitcher, Sullivan Avenue near Butternut Street, Isabel F. Thirkell.

Russell, Russell Street and Grove, Nettie Mitchell.

Tappan, Thirteenth Street and Marantette, Helen W. McKerrow.

Tilden, Kirby Street and Seventh, Ella M. Sheeran.

Trowbridge, Forest near St. Antoine, Margaret A. King.

VanDyke, Field Avenue and Agnes Street, C. G. G. Paine.

Washington, Beaubien Street near Madison Avenue, Chas. F. Daniels.

Webster, Twenty-first Street near Howard, Chas. B. Hall.

Wilkins, Porter Street and Second, Harriet Marsh.

The total value of the school property in 1870 was \$432,972, the last inventory showed a valuation of \$1,412,000. The number of children in the city of school age in 1870 was 26,641, the last school census gives the total at 63,009. The number of school sittings in 1870 was 7,594, now it is 21,177. The average attendance then was 7,505, now it is 16,921. The total number of scholars enrolled in 1870 was 11,252, now the number is 22,968. The number of teachers in 1870 was 112, the number in 1890 is 456. The total expenditures in 1870 were \$293,550, the last annual report shows an expenditure of \$450,231.

In 1870 the Board of Education consisted of twenty members, two each from ten different wards. Their names were as follows:

FIRST WARD—J. A. Brown, J. M. Welch.

SECOND WARD—D. O. Farrand, C. K. Backus.

THIRD WARD—W. J. Rumney, J. R. McGrath.

FOURTH WARD—J. A. Venn, J. W. Romeyn.

FIFTH WARD—R. W. King, D. W. Brooks.

SIXTH WARD—M. Flanigan, O. Bourke.

SEVENTH WARD—S. D. Miller, W. D. Wilkins.

EIGHTH WARD—J. Finnegan, J. Monaghan.

NINTH WARD—J. W. Bartlett, A. Bauer.

TENTH WARD—F. J. Watson, P. Van Damme.

R. W. King was president, and Duane Doty secretary and superintendent.

In 1890 the Board consists of twelve inspectors, elected on a general ticket. Their names are as follows: Henry A. Chaney, Willard M. Lillibridge, Frederick W. F. Brede, Mrs. S. C. O. Parsons, Wm. G. Springer, Thomas F. Halloran, John B. Todenbier, Thomas F. Comerford, William Voigt, Jr., Johnston Stuart, Frank Lingemann, David Ferguson, Thomas Berry, B. R. Hoyt, William Adair, James F. Ratigan.

The officers in 1890 are as follows:—William Voigt Jr., President; Thomas F. Halloran, President, *pro tem.*; Jno. R. King, Secretary; John S. Schmittiel, Treasurer; Wm. E. Robinson, Superintendent of Schools; Robert Wallace, Supervisor of Property.

#### PRIVATE AND PAROCHIAL SCHOOLS.

A manifest advance has been made in the character of the buildings and in the number of private and church schools since 1870. The largest and most expensive private school building ever erected in Detroit, that of the Home and Day School on the corner of Cass Avenue and Stimson Place, was erected in 1883, the school having been established in 1878. It accommodates about two hundred and fifty pupils. The new building near the corner of Adams Avenue and Park Street, occupied by

the Detroit Female Seminary, is also a creditable structure.

The only other undenominational school bearing the name of a seminary is that known as the German-American Seminary, located on Champlain Street between Rivard and Russell streets.

In the way of parochial or church schools, the increase has been very marked. In 1870 there were only eight Catholic schools; now they have eighteen. The Lutherans, in 1870, had six schools; now they have fourteen. In 1870 the Catholic Academy of the Sacred Heart had one large building near the corner of Jefferson Avenue and St. Antoine Street; now it occupies two large buildings on the same site, and has also erected an elegant, extensive and imposing structure at Grosse Pointe, costing, with its grounds, over \$100,000.

The Jesuit College, established since 1870, is located on the north side of Jefferson Avenue, between St. Antoine and Rivard streets, in what is by far the most elegant and costly educational structure in the city. The large Polish Catholic theological school on St. Aubin Avenue, near Garfield Avenue, was erected in 1886.

#### MEDICAL AND BUSINESS COLLEGES.

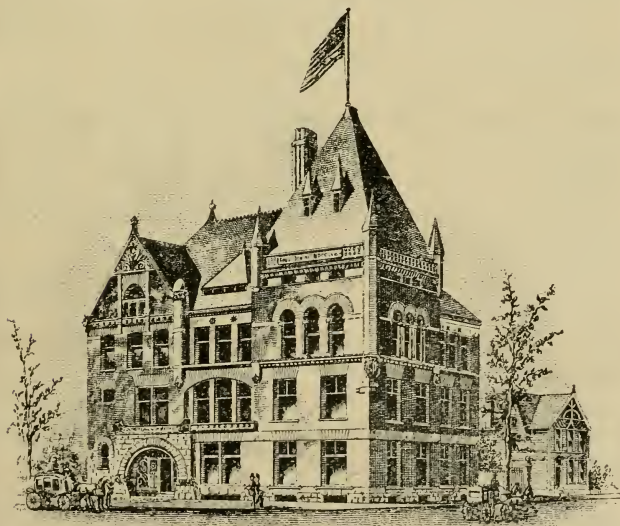
In 1870 the Detroit Medical College was housed in one of the small wooden buildings of Harper Hospital, and was officered as follows:—President, E. W. Jenks, M.D., Professor of Obstetrics and Diseases of Women and Children; T. A. McGraw, M.D., Professor of Principles and Practice of Surgery and Clinical Surgery; S. P. Duffield, Ph.D., M.D., Professor of Chemistry and Toxicology; C. B. Gilbert, M.D., Professor of Materia Medica and Therapeutics; W. H. Lothrop, M.D., Professor of Physiology

and General Pathology ; J. F. Noyes, M.D., Professor of Ophthalmology ; N. W. Webber, M.D., Professor of General and Descriptive Anatomy ; P. P. Gilmartin, Adjunct Professor of Obstetrics and Lecturer on Medical Jurisprudence ; H. O. Walker, M.D., Demonstrator of Anatomy. The Detroit College of Medicine, the successor of the Detroit Medical College and the Michigan College of Medicine, is located in a new and commodious building, erected for its especial use, on the corner of St. Antoine and Mullett streets. The officers and faculty in 1890 are as follows:—

Theo. A. McGraw, M.D., President.

H. O. Walker, M.D., Secretary:

Wm. Brodie, M.D., Emeritus Professor of the Principles and Practice of Medicine and Clinical Medicine.



DETROIT COLLEGE OF MEDICINE.

Theo. A. McGraw, M.D., Professor of Principles and Practice of Surgery and Clinical Surgery.

Henry F. Lyster, M.D., Emeritus Professor of Practice of Medicine and Clinical Diseases of the Chest.

N. W. Webber, M.D., Professor of Gynæcology and Obstetrics.

James B. Book, M.D., Professor of Principles and Practice of Surgery and Clinical Surgery.

H. O. Walker, M.D., Professor of Orthopædic Surgery, Genito-Urinary Diseases and Clinical Surgery.

William C. Gustin, M.D., Professor of Obstetrics, Clinical Midwifery and Clinical Diseases of Children.

E. L. Shurly, M.D., Professor of Laryngology and Clinical Medicine.

Daniel LaFerté, M.D., Professor of Anatomy, Orthopædic Surgery and Clinical Surgery.

J. H. Carstens, M.D., Professor of Obstetrics and Clinical Gynæcology.

C. Henri Leonard, M.D., Professor of Medical and Surgical Diseases of Women and Clinical Gynæcology.

Eugene Smith, M.D., Professor of Ophthalmology and Otology.

Charles Douglas, M.D., Professor of Diseases of Children and Clinical Medicine.

David Inglis, M.D., Professor of Mental and Nervous Diseases.

J. E. Clark, M.D., Professor of General Chemistry and Physics.

A. E. Carrier, M.D., Professor of Dermatology.

E. A. Chapoton, M.D., Professor of Principles and Practice of Medicine.

Charles J. Lundy, M.D., Professor of Diseases of the Eye, Ear and Throat.

Charles G. Jennings, M.D., Professor of Physiology and Diseases of Children.



C. A. Devendorf, M.D., Professor of Clinical Obstetrics and the Puerperal Diseases.

F. W. Brown, M.D., Professor of Histology and Microscopy.

Duncan McLeod, M.D., Professor of Materia Medica and Therapeutics.

R. A. Jamieson, M.D., Professor of Materia Medica.

George Duffield, M.D., Professor of Principles of Medicine.

G. S. Shattuck, M.D., D.D.S., Lecturer on Dentistry.

S. G. Miner, M.D., Lecturer on Physical Diagnosis.

A. P. Biddle, M.D., Demonstrator of Anatomy.

*Assistants :*

F. W. Robbins, M. D., Instructor in Chemistry.

Benjamin P. Brodie, M. D., Assistant to Chair of Physiology.

John McKinlock, M. D., Assistant to the Chair of Gynecology.

Frank D. Summers, M. D., Clinical Assistant to Chair of Gynæcology.

Erwin Wright, M. D., Clinical Assistant to the Chair of Laryngology.

F. D. Heirsordt, M. D., Clinical Assistant to the Chair of Ophthalmology and Otology.

Don M. Campbell, M. D., Clinical Assistant to the Chair of Diseases of the Eye and Ear.

Wm. M. Donald, M. D., Assistant to Chair of Clinical Medicine.

J. A. Winters, M. D., Prosector to Chair of Anatomy.

R. A. Newman, M. D., Director of Clinic at St. Mary's.

The Michigan College of Medicine and Surgery, organized in 1888, is located on the corner of Michigan Avenue



and Porter Street. The trustees and faculty for 1890 are as follows :

*Trustees :*

Hal C. Wyman, President; Dayton Parker, Vice-President; Webster C. Jipson, Secretary-Treasurer; Henry C. Wisner, R. B. Robbins, William H. Long, J. J. Mulheron.

*Faculty :*

William H. Long, M. D., Surgeon U. S. Marine Hospital Service, Emeritus Professor Military Surgery.

John J. Mulheron, M. D., Dean, Professor Pathology, Practical Medicine and Clinical Gynæcology.

Hal C. Wyman, M. D., Treasurer, Professor Principles of Surgery and Operative Surgery.

George W. Stoner, M. D., Surgeon U. S. Marine Hospital Service, Professor Clinical Surgery.

Dayton Parker, M. D., Professor Pathology and Practice of Medicine.

Lewis E. Maire, M. D., Professor Ophthalmology and Otology.

Oscar S. Armstrong, M. D., Professor of Anatomy and Venereal Diseases.

Wm. I. Hamlen, M. D., Professor of Chemistry and Director Chemical Laboratory.

Zina Pitcher, M. D., Professor Materia Medica and Therapeutics.

Willard Chaney, M. D., Professor Laryngology and Hygiene.

E. B. Smith, M. D., Professor Minor Surgery.

Samuel Bell, M. D., Professor Physiology and Diseases of Thorax.

Henry A. Chaney, M. A., Professor Medical Jurisprudence.

D. L. Dakin, M. D., Demonstrator of Anatomy.

K. Gunsolus, M. D., Director of Surgical Laboratory.

H. A. Wright, M. D., Lecturer on History and Microscopy.

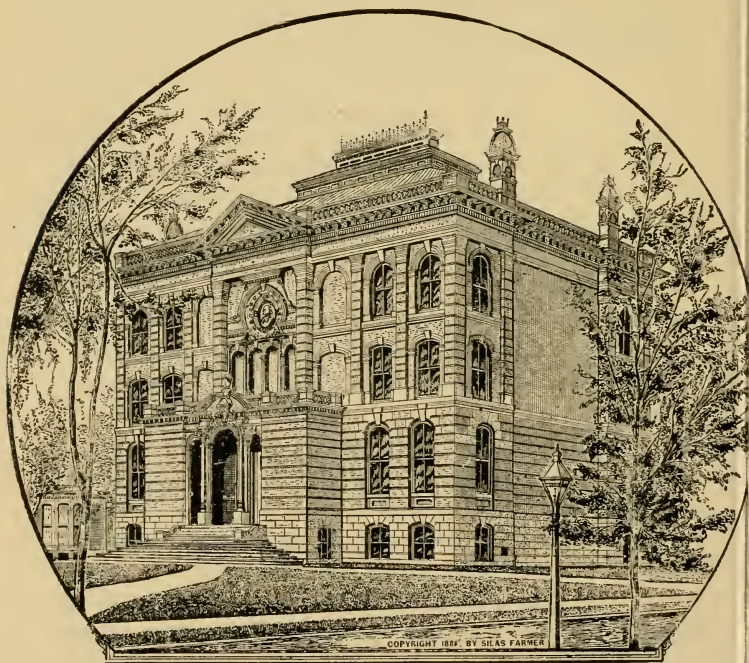
The Detroit Business University, which in 1870 was occupying the Seitz building where the State Savings Bank is now located, and which subsequently occupied the upper story of the Mechanics, now the McGraw building, is now established in its new quarters in one of the highest and finest business buildings in the city, on the corner of Willcox Street and Barclay Place.

#### THE PUBLIC LIBRARY.

This institution has had almost all its growth since 1870, and prior to 1877 it occupied a small room in the rear of the High School. In the year last mentioned it first occupied the building erected for it in the small park at the corner of Farmer Street and Gratiot Avenue. While not specially attractive in its exterior appearance the interior of the Public Library building is not only impressive but beautiful, the roof with its colored glass being an attractive feature.

In 1870 the Library contained only 18,767 volumes, and had at its command only about \$12,000 per year; now it has 91,693 volumes, the expenses are about \$34,000 per year. In 1870 no current newspapers or periodicals were supplied to readers, now there is a very large and exceptionally well lighted free reading room, which is liberally supplied with current periodicals and newspapers, at an expenditure of nearly a thousand dollars per year. The Library itself is free to any person for consultation, and any resident of Detroit over fifteen years of age may draw books, after signing an agreement to abide by the

rules, and getting some citizen to sign as surety. In 1870 the Library was under the sole control of the Board of Education, now it is controlled by a Board of Commissioners appointed by the Board of Education. The Commissioners in 1890 are G. S. Hosmer, Herbert Bowen, H. A. Harmon, R. S. Willis, Magnus Butzel, E. F. Conely. The Librarian in 1870 was Henry Chaney, in 1890 Henry M. Utley is Librarian and Superintendent.



THE PUBLIC LIBRARY.

## CHAPTER X.

### CHURCHES—CHARITABLE AND PHILANTHROPIC INSTITUTIONS.

Whatever of progress or improvement may be shown in connection with any other subject, there is no other that shows gains equal to the increase in number of churches and church buildings. The number of new churches erected in Detroit since 1870 must certainly be unparalleled in any other city of its size. In that year there were only 52 church buildings in the city ; since then many of these have been replaced with new structures, and no less than 95 entirely new church buildings have been erected. In addition, several churches have been so extensively improved that, out of a total of 127 church buildings now occupied, practically four out of five have been erected since 1870.

The following entirely new church societies have been organized since 1870: *Catholic*—St. Aloysius, St. Joachim, Sacred Heart, St. Wenceslaus, Holy Redeemer, St. Casimer, St. Bonaventure, Our Lady of Sorrows, St. Elizabeth, St. Charles. *Methodist*—Junction, Delray, Cass Avenue, Asbury, Lincoln Avenue, Woodward Avenue, Ninde, Arnold, 32d Street (German), Ebenezer (African), Bethel (African). *Episcopal*—Emanuel, All Saints, St. James's, Messiah, St. Mary's, Good Shepherd, St. Barnabas's, St. George's, St. Joseph's, St. Andrew's, St. Thomas's, and St. Philip's. *Presbyterian*—Covenant, Memorial, Trumbull Avenue, Frontenac Avenue, Third Avenue, Hendrie Avenue, Baker Street, Arndt Street. *Baptist*—Eighteenth

Street, Twelfth Street, 2nd German, Clinton Avenue, Shiloh, Warren Avenue, North. *Congregational*—Trumbull Avenue, Fort Wayne, and Mount Hope. *Lutheran*—St. Mark's, Zion, Bethlehem, St. Paul's, St. Peter's, St. John's, Christ's U. A. C., Christ's, St. Marcus, Trinity, Holy Cross. *Other Denominations*—Universalist, Unity, House of Jacob.

#### CHARITABLE AND PHILANTHROPIC INSTITUTIONS.

When we compare the number of new charities established since 1870, and especially the number of new structures devoted to charitable purposes, it would almost seem as if all had had their birth since the year named. This, of course, is not true, and yet in number, and importance and in amount of money invested in philanthropic enterprises there has been a growth that is truly gratifying for the manifest evidence afforded that with increase of wealth, there has been increased willingness to consider and provide for the helpless and unfortunate.

Twelve general societies devoted to charitable and philanthropic work have been organized and equipped since 1870. The names of these societies are: The Little Sisters' Home for the Aged Poor, The Thompson Home for Old Ladies, Zoar Asylum, Day Nursery and Kindergarten, Convent of Good Shepherd, Grace Hospital, Detroit Emergency Hospital, Open Door Society, Children's Free Hospital, Young Woman's Home, Women's Christian Association, and Detroit Association of Charities.

Since 1870, new buildings have been provided for the following institutions:—St. Vincent's Female Orphan Asylum, St. Mary's Hospital, The Industrial School, St. Joseph's Retreat, Harper Hospital, Grace Hospital, Home of the Friendless, Women's Hospital and Foundlings'

Home, Little Sisters' Home for Aged Poor, Thompson Home for Old Ladies, Young Woman's Home, Zoar Asylum, Detroit Day Nursery and Kindergarten, Detroit Emergency Hospital, and The Young Men's Christian Association.

The accommodations provided for these societies represent an actual outlay for land and buildings of nearly one million dollars,—and, besides the entirely new structures, two or three societies have furnished and refitted buildings for their use at a cost of about \$100,000. The growth in the amount of good accomplished is believed to have fully kept pace with the increased expenditures.

The officers of several of these societies in 1870 and 1890 are as follows :

*Ladies Protestant Orphan Asylum.*

1870.	First Directress, Mrs. Lewis Allen.
1890.	“ “ Mrs. E. C. Brush.
1870.	Recording Secretary, Mrs. P. E. Curtis.
1890.	“ “ Mrs. H. H. Jackson.
1870.	Treasurer, Mrs. S. Davis.
1890.	“ Mrs. James Nall.

*The Industrial School.*

1870.	President, Mrs. Cleaveland Hunt.
1890.	“ Mrs. Jas. H. Muir.
1870.	Recording Secretary, Mrs. M. H. Webster.
1890.	“ “ Mrs. John Harvey.
1870.	Treasurer, Mrs. G. N. Fletcher.
1890.	“ Mrs. E. W. Bissell.



*St. Luke's Hospital.*

1870. President, H. P. Baldwin.  
 1890. " "  
 1870. Recording Secretary, S. D. Miller.  
 1890. " " G. H. Minchener.  
 1870. Treasurer, A. A. Rabineau.  
 1890. " H. P. Baldwin, 2d.

*Harper Hospital.*

1870. President, Buckminster Wight.  
 1890. " Jacob S. Farrand.  
 1870. Secretary, R. W. King.  
 1890. " Bryant Walker.

*Home of the Friendless.*

1870. President, Mrs. David Preston.  
 1890. " Mrs. Wm. A. Moore.  
 1870. Recording Secretary, Mrs. D. W. Brooks.  
 1890. " " Mrs. W. C. Duncan.  
 1870. Treasurer, Mrs. David Carter.  
 1890. " " "

*Women's Hospital.*

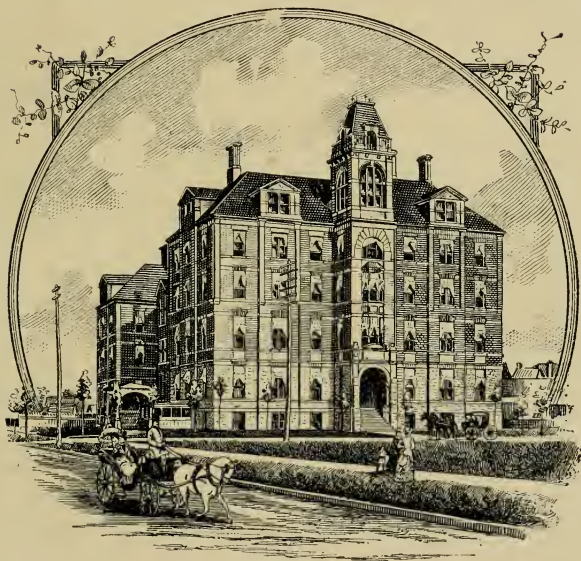
1870. President, Mrs. L. L. Paige.  
 1890. " Mrs. J. S. Conklin.  
 1870. Secretary, Mrs. G. M. Lane.  
 1890. " \_\_\_\_\_  
 1870. Treasurer, Mrs. H. Glover.  
 1890. " Mrs. C. E. Fox.

*Young Men's Christian Association.*

1870. President, David Preston.  
 1890. " J. C. McCaull.



1870. Recording Secretary, E. E. Kane.  
1890. " " F. D. Standish.  
1870. Treasurer, Bradford Smith.  
1890. " F. Woolfenden.  
1870. General Secretary, Rev. J. Seage.  
1890. " " L. F. Newman.



GRACE HOSPITAL.

## CHAPTER XI.

### NEWSPAPERS—POST-OFFICE—TELEGRAPHS— TELEPHONES AND PHONOGRAPHS.

During the last twenty years many newspaper ventures have had their little day. Of the principal papers that existed in 1870 the following six are still issued, viz. : The Detroit Tribune, the successor of the Post and Tribune; The Detroit Free Press, The Michigan Volksblatt, The Commercial Advertiser and Michigan Home Journal, The Abend Post, and The Michigan Farmer and State Journal of Agriculture. To these have been added a number of others, of which the principal are The Western Home Journal, The Evening News, The Michigan Christian Advocate, The Michigan Christian Herald, The Detroit Courier, The Detroit Journal, and The Sun.

The most noteworthy advance since 1870 has been the introduction by the leading newspapers, of what is known as the papier-mache stereotype process, by means of which duplicate pages of the type forms are rapidly produced, and aided by the newer styles of presses, with pasting and folding machines, there is almost no limit to the rapidity with which papers can be printed and made ready for delivery. During the same period various new, cheap and rapid means of illustrating have been perfected, and the use of cuts to explain or attract is now a common instead of an uncommon event. It is only since 1870 that an evening paper has been greatly successful, and the News and the Journal are remarkable illustrations of successful ventures.

## POST-OFFICE, TELEGRAPHS, ETC.

The contrast between the advantages of 1890 as compared with 1870 will be in part indicated by an examination of several items connected with the Post-Office Department. In 1870 there were 20 letter carriers in Detroit; now there are 86. Then the receipts from postage and stamps at Detroit amounted to \$105,769; these same sources last year produced \$391,516. The use of postal cards and the reducing of the rate of postage from three to two cents has also taken place since the date named. The Postmaster in 1870 was F. W. Swift. In 1890 E. T. Hance is serving.

The following general telegraph companies were located here in 1870: The Atlantic & Pacific, Geo. Farnsworth, Manager; and the Western Union, C. Corbet, Manager.

In 1890, Mr. Farnsworth is Manager of the Postal Telegraph Co., and Mr. Corbet remains in charge of the Western Union.

As to telephones and phonographs, it is well-known that both of these valuable inventions have come into use since 1870, and that thousands of the former are in use in the city.

## CHAPTER XII.

### RAILROADS, EXPRESS AND DESPATCH LINES.

The greatest advantages derived by Detroit from new railroads or extensions in the last twenty years have been obtained through the roads extended to the northern portion of the state, and across the northern peninsula. Since 1870 the Detroit, Lansing & Northern, the Detroit & Bay City, and the Detroit, Mackinac & Marquette roads have been built and opened, giving us communication with the rapidly developing northern portion of Michigan, and also greatly helping in the way of obtaining trade from the Lake Superior region, and all of these lines have added largely to the mercantile advantages of the city.

The southwestern communications have been increased by the building of what was known as the Eel River Railroad and especially by the completion of the Wabash & St. Louis Railroad. The eastern routes have been increased through the extension of the Canada Southern branch of the Michigan Central Railroad to Toledo, and also by the so-called Essex Cut-off, which gives a more direct route eastward.

Great local conveniences were provided during the same period by the building of the Transit and Belt Line Railroads. Three new elevators have been built, and the storage capacity of the elevators is nearly five times greater than it was in 1870.

Extensive improvements in the way of depot buildings and grounds have been made. The Michigan Central Railroad depot has been erected, and the Union Depot

and Station Company grounds provided, and still larger and more extensive accommodations are being arranged for in connection with the building of the new Union Depot on the corner of Fort and Third Streets, which will be occupied by the Wabash & St. Louis, the Canada Pacific, the Flint & Pere Marquette, Detroit, Lansing & Northern, and probably two other railroads.

## EXPRESS AND FREIGHT LINES.

In 1870 two fast freight lines were represented in Detroit, the Empire with E. R. Parker as agent, and the Merchants' Despatch with A. H. Muir as agent. In 1890 there are nine lines represented. A. H. Muir is still agent of the Merchants' Despatch, and the other lines and agents are as follows: Star Union Line, W. J. Milward; West Shore Line & Hoosac Tunnel Line, E. W. Smith; Blue Line and Canada Southern, W. C. Rowley; Commercial Express Line, Edward Wiles; Empire Line, R. B. McGregor; Great Eastern, Richard Dowle; Lehigh & Wabash Despatch, M. L. Doherty. The American Express Company, of which W. S. Gray was agent in 1870, is now conducted by Charles F. Reed. The agent of the U. S. Express Company in 1870 was F. H. Cone, in 1890 J. McFall is agent.

## CHAPTER XIII.

### ATHLETIC, FISHING, SHOOTING, BOAT AND YACHT CLUBS.

The increase of wealth and leisure in the city is indicated very clearly in the increased attention paid to athletic sports and in the large amounts expended for buildings and appliances designed to further healthful exercise and recreation.

The greater demand for such instrumentalities arises not only from the natural increase in the population, but because young men especially are attracted to the cities, and in a given number of people a much larger number of young men will be found in a city than in a country district.

The really strong, moneyed corporations, all formed since 1870, to secure the best players of base ball, and the tens of thousands of dollars expended yearly to provide this form of recreation for the thousands who at times pay large fees to see a game, is but one of the evidences of the increasing attention paid to athletic sports.

Another marked feature in this department of the city's life is the thoroughly equipped and attractive buildings provided for athletic organizations.

A leading and influential factor in the proper development of these desirable societies exists, in the thoroughly equipped and efficiently officered gymnasium of the Young Men's Christian Association. This organization was the first to procure the latest and best gymnastic appliances, and to couple with their use the attendance of an educated

and skillful instructor, Mr. Geo. W. Ehler, who if desired makes a complete preliminary physical examination of those proposing to exercise, ascertains their special needs and defects, and aided by their physician puts all who will on the high road to a better and more complete and healthful physical development. In these important particulars and in careful, philosophical, systematic and successful work, it is simple justice to say that no other gymnasium in the city or state ever approximated that of the Y. M. C. A.

It is also true that other highly creditable athletic organizations exist. Of these the Detroit Athletic Club is the oldest. Its building, located on the west side of Woodward Avenue just above Canfield Avenue, with its appurtenances, cost \$30,000. It has a total of 706 members. The officers and directors in 1890 are: President, F. K. Stearns; Vice-President, Chas. A. Dean; Secretary, Henry B. Joy; Treasurer, J. W. Bigelow; Captain, Jno. C. Lodge; Directors, Dennis F. O'Brien, Arthur M. Parker, Frank B. Werneken, Ford D. C. Hinchman.

A newer but none the less popular and valuable organization, the Michigan Athletic Club, has its building on the corner of Congress Street and Elmwood Avenue, where it owns fully a block of land, its entire property representing a value of \$65,000, the building and apparatus costing \$31,000. It has 350 members. The officers are, William C. McMillan, President; C. J. Reilly, Vice-President; Charles T. Wilkins, Secretary; C. A. Ducharme, Treasurer. Directors: William C. McMillan, Charles T. Wilkins, Sidney T. Miller, C. K. Brandon, C. J. Reilly, C. A. Ducharme, George M. Hendrie, Julius Stroh, J. E. Lockwood.

The opportunities for recreation at Detroit are not confined to those on land. Within easy reach of the city, at



the upper end of Lake St. Clair, there is one of the most noted of hunting and fishing grounds. The marshy waters in the season are the feeding places of myriads of ducks and the waters are equally thronged with fish of many desirable kinds. The rare opportunities here offered have caused the establishment of several fishing and shooting clubs and a number of extensive club houses have been located along the lake and on the higher grounds, and several individuals have erected fishing cottages and to the profit of their health spend days together in semi-isolation from the cares of life. The most prominent clubs making use of the facilities here afforded are the Lake St. Clair Fishing and Shooting Club, W. C. Colburn, President; the North Channel Shooting Club, R. D. Robinson, President; the Detroit Hunting and Fishing Association, F. B. Dickerson, President, and the Michigan Gun Club, E. H. Gillman, President.

Although possessing exceptional facilities for boating, there has been little popular enthusiasm for this sport for some years past. The American people as a whole seldom think about or engage in more than one thing at a time, and of late our mind has been on land sports instead of those upon the water, but in due time the pendulum of fashion will again swing over the water, and boat clubs will be "all the go" and "on the go" on one of the finest stretches of water to be found in all the world.

## CHAPTER XIV.

### SECRET AND SOCIAL SOCIETIES—MILITIA COMPANIES.

Of the older secret societies the Masonic body stands easily at the head in point of numbers.

There are eight lodges in Detroit, as follows: Zion No. 1, organized June 5, 1844; Detroit No. 2, June 5, 1845; Union of Strict Observance, No. 3, January 18, 1852; Ashlar No. 91, January 16, 1857; Oriental No. 240, January 10, 1868; Schiller No. 263, April 13, 1869; Kilwinning No. 297, January 11, 1872; Palestine No. 357, January 28, 1881.

The total membership of the Detroit Lodges in 1870 was 1236. In 1890 it is 2338.

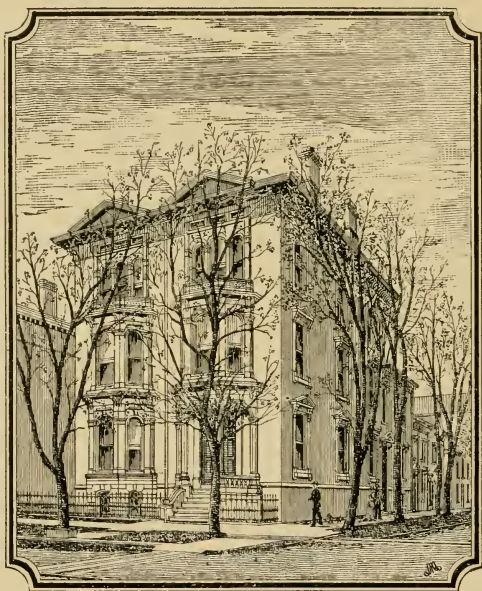
Monroe Chapter No. 1. of Detroit was organized February 3, 1818; Peninsular Chapter No. 13, was organized Feb. 11, 1857. Michigan Sovereign Consistory, S. P. R. S. was organized May 21, 1862.

There are thirteen Odd Fellow Lodges in Detroit and their names and date of organization are as follows:

Michigan, No. 1, December 4, 1843; Detroit, No. 2, April 13, 1844; Olive Branch, No. 38, September 20, 1849; Washington, No. 54, February 22, 1851; Detroit, No. 128, February 29, 1867; First French, No. 147, October 15, 1870; Sides, No. 155, February 22, 1871; Columbus, No. 215, September 29, 1873; Riverside, No. 303, September 12, 1877; Amity, No. 335, January 1, 1880; Western, No. 370, August 31, 1882; Eastern, No. 387, May 3, 1887; Jonathan, No. 394, October 25, 1889.

The number of members of Detroit Lodges in 1870 was 830, in 1890 the Lodges have a membership of 1480.

The most popular of the social clubs, The Detroit, was organized in 1882, and is housed in a convenient building of its own on the corner of Fort and Wayne Streets. The officers for 1890 are Geo. H. Russel, president; Wm. C.



DETROIT CLUB HOUSE.

Colburn, 1st vice-president; L. L. Barbour, 2d vice-president; S. T. Douglas, 2d., secretary; Geo. H. Lothrop, treasurer; Bryant Walker, auditor.

A club known as the Grosse Pointe Club was organized in 1885 and an attractive building erected on the coast of Lake Ste. Claire, but the distance from the city prevented

its being largely patronized and as the receipts did not begin to cover the running expenses, it has ceased to be known as a club house and is operated as the Grosse Pointe Casino.

The Interlaken Club, or Detroit Bank Clerks' Association, was organized in 1888. They have a tasty club house at Orchard Lake, in Oakland County, and a property worth \$25,000. E. W. Pyle is president, L. S. Lerch treasurer, and J. E. Bolles, secretary.

The Phœnix Social Club, organized in 1872, has its rooms on the corner of Woodward Avenue and Duffield Street. The officers in 1890 are Louis Blitz, president ; J. H. Freedman, secretary ; Albert Schloss, treasurer.

#### MILITIA COMPANIES.

In 1870 there were but three militia companies in the city, namely: the Detroit Light Guards, G. L. Maltz, captain ; Detroit National Guards, P. W. Nolan, captain ; and the Sherman Zouaves, C. H. Brown, captain. Now there are seven companies : The Detroit Light Guards, F. L. Abel, captain ; Detroit National Guard, J. W. Drury, captain ; Scott Guard, E. W. Rode, captain ; Detroit Light Infantry, H. B. Lothrop, captain ; Detroit Montgomery Rifles, John Considine, Jr., captain ; Detroit City Grays, C. E. Richmond, captain ; and Detroit Cadets, W. W. Cooney, captain.

## CHAPTER XV.

### ART AND MUSICAL SOCIETIES AND SCHOOLS.

A most interesting increase in the attention paid to art has been developed since 1870, and a large share of the growth may be properly traced to the Art Loan Exhibition held in 1883.

The principal ocular outgrowth of that exhibition is the building of the Detroit Museum of Art, located on the corner of Jefferson Avenue and Hastings Street. The lot, costing \$25,000, was donated by citizens interested in art, and a fund of \$100,000 for the building was raised by popular subscription. An Art Academy has been established, a number of classes for the study of various branches of art, and courses of lectures provided, and an excellent equipment, exists in a large number of valuable paintings and models belonging to the Museum.

The Academy is officered as follows:

*Director*—John Ward Dunsmore.

#### *Faculty.*

Percy Ives, Advanced Antique Class, Primary Antique Class and Lecturer on Perspective.

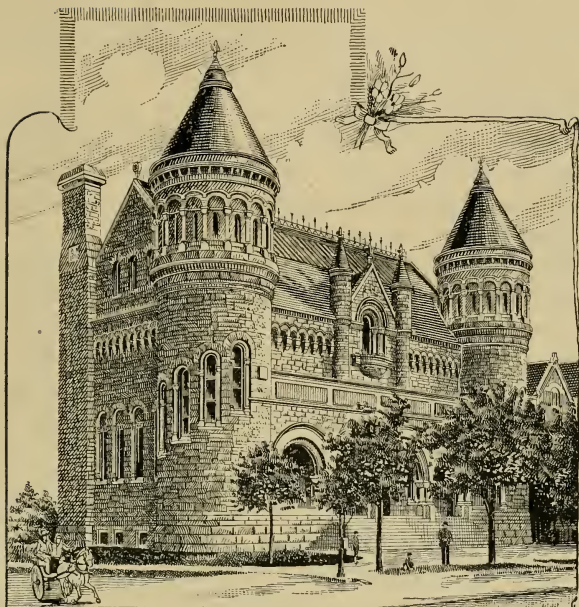
Miss A. C. Van Buren, Elementary Classes.

H. M. Lawrence, Industrial and Decorative Design.

Mrs. E. G. Holden, Children's Class.

Hal. C. Wyman, M.D., Lecturer on Anatomy.

John Ward Dunsmore, Life Classes and Lecturer on Composition.



MUSEUM OF ART.

The Detroit Water Color Society, the Decorative Art Society, the Detroit Architectural Sketch Club, and the Detroit Etching Club, are also in their several lines doing excellent work and helping to increase a knowledge of and interest in art.

## MUSICAL.

That there has been a very marked increase of interest along musical lines since 1878, is evident to any one who pays any heed to what may be seen daily and almost hourly on any street. You can scarce enter a street car without encountering one or more lads or misses with



music roll or violin case. The rising generation is paying vastly more attention to music than was paid two decades ago, or even ten years ago.

Several thoroughly equipped schools or conservatories, with from one to a number of hundreds of pupils, have grown up since the year 1870, and these, with a large corps of teachers, are doing excellent work in giving instruction in both vocal and instrumental music.

The most prominent of these institutions are the Detroit Conservatory of Music of Prof. J. H. Hahn, and Vet's Academy of Music.

The Concordia and Harmonie Societies of 1870 still continue, and have been supplemented by the Detroit Philharmonic, the Lyra, the Teutonia, the Veteran and other smaller societies.



## CHAPTER XVI.

### BANKS, BANKING, AND INSURANCE COMPANIES.

The increase of banking capital in a city, especially if it is known to be almost entirely owned by citizens, is a reliable evidence of the increase of wealth and of business prosperity. Such an increase always has a favorable effect upon legitimate business ventures, for the more banking capital there is the lower the rates of interest and the greater encouragement for new enterprises.

In the year 1870 the banking capital of Detroit, including that of private bankers, was probably about \$3,050,000. At the present time, according to the quarterly reports at the beginning of the year, and including the capital of the city banks organized since the year began, the bank capital of the banks organized under State law is \$2,803,910. Their surplus and undivided profits amounts to \$1,236,000. The capital of the National banks is \$4,400,000. Their surplus and undivided profits amounts to \$1,088,200, and there is also capital to the amount of probably \$300,000 employed by individual bankers, making a total of \$9,828,110, or three times as much as there was in 1870. The most notable financial event occurring since 1870 was the attaining by the National Bank notes on December 17, 1878, of an equal value with that of gold, and ever since, in all ordinary transactions, National Bank notes, gold and silver have had equal purchasing power.

In 1870 there were but four banks, and their capital and officers were as follows:—Detroit Savings Bank—President, Elon Farnsworth. First National Bank—Capital, \$500,000; President, Jacob S. Farrand; Cashier, Emory

Wendell, Second National Bank—Capital, \$500,000 ; President, H. P. Baldwin ; Cashier, C. M. Davison. American Exchange National Bank—Capital, \$250,000 ; President, A. H. Dey ; Cashier, G. B. Sartwell. There were also the following private bankers:—Wm. A. Butler, David Preston, A. Ives & Sons, Fisher, Booth & Co., and V. J. Scott.

The four banks existing in 1870 are still in operation, all of them with largely increased capital ; and there have been added seventeen new banks. The former bank of Wm. A. Butler & Co., has been reorganized under State law as the Mechanics' Bank—Capital, \$100,000 ; President, Wm. A. Butler ; Cashier, E. H. Butler. The old established bank of David Preston & Co., was reorganized as the Preston National Bank—Capital, \$1,000,000 ; President, R. W. Gillett ; Vice-President, F. W. Hayes ; Cashier, J. P. Gilmore.

The seventeen new banks with the amount of their capital and their officers, are as follows :

Merchants' and Manufacturers' National—Capital, \$500,000 ; President, T. H. Hinchman ; Cashier, H. L. O'Brien.

Union National—Capital, \$200,000 ; President, John P. Fiske ; Cashier, John B. Padberg.

Commercial National—Capital, \$500,000 ; President, Hugh McMillan ; Cashier, Morris L. Williams.

Third National—Capital, \$300,000 ; President, H. P. Christy ; Cashier, Frederick Marvin.

People's Savings—Capital, \$500,000 ; President, M. W. O'Brien ; Cashier, G. E. Lawson.

Wayne County Savings—Capital, \$150,000 ; President, W. B. Wesson ; Cashier, S. D. Elwood.

Michigan Savings—Capital, \$150,000 ; President, Geo. Peek ; Cashier, S. R. Mumford.

State Savings—Capital, \$200,000; President, Geo. H. Russel; Cashier, R. S. Mason.

Dime Savings—Capital, \$200,000; President, S. M. Cutcheon; Cashier, F. Woolfenden.

Citizens' Savings—Capital, \$100,000; President, Christian Mack; Cashier, Edwin F. Mack.

Peninsular Savings—Capital, \$500,000; President, Alex. Chapoton, jr., Cashier, J. B. Moore.

Central Savings—Capital, \$100,000; President, Gilbert Hart; Cashier, J. C. Hart.

Home Savings—Capital, \$200,000; President, James McGregor; Cashier, J. S. Schmittziel.

American Banking and Saving Association—Capital, \$200,000; President, W. H. Stevens; Cashier, J. M. Nicol.

German-American—Capital, \$100,000; President, E. Kanter; Cashier, H. L. Kanter.

City Savings—Capital, \$100,000; President, W. H. Brace; Cashier, F. B. Harper.

River Savings—Capital, \$100,000; President, A. A. Parker; Cashier, G. S. Robinson.

The banks organized prior to 1870 and still existing are:

First National—Capital, \$500,000; President, Emory Wendell; Cashier, L. E. Clark.

Detroit National—Capital, \$1,000,000; President, C. H. Buhl; Cashier, C. M. Davison.

American Exchange National—Capital, \$100,000; President, M. S. Smith; Cashier, Hamilton Dey.

Detroit Savings—Capital, \$200,000; President, S. D. Miller; Cashier, E. C. Bowman.

In addition to the above, there are also the following private bankers:

A. Ives & Sons, J. L. Harper & Co., and McLellan & Anderson.

A very great gain in the way of convenience and system, and in the affording of a knowledge of the amount of banking business transacted, was made by the establishment in 1883 of a Clearing Association, of which F. W. Hayes has been the Manager from its organization, with Hamilton Dey as Deputy Manager. E. C. Bowman has been the only Secretary. H. P. Baldwin served as Chairman from 1883 to 1887, and was succeeded by A. H. Dey, who served until his decease in August, 1889, when C. M. Davison was appointed his successor. The business transacted is indicated in the following table:

	Clearings.	Balances.
1883	\$143,357,400	\$21,797,958
1884	133,570,835	22,416,551
1885	142,284,094	24,911,505
1886	165,798,059	28,506,791
1887	198,085,922	32,783,816
1888	227,526,339	37,798,303
1889	242,414,800	40,094,624

#### INSURANCE COMPANIES.

In the year 1870 there were but two insurance companies, with their general offices, in Detroit. These were the Michigan Mutual Life Insurance Company, capital \$150,000, with John J. Bagley as President and John T. Liggett as Secretary, and the Detroit Fire & Marine Insurance Company, capital \$500,000, with Caleb Van Huse as President and J. J. Clark as Secretary.

In 1890 the following local companies have their headquarters in Detroit:—Michigan Mutual Life—Jacob S. Farrand, President; Wm. A. Butler, Vice-President; O. R. Looker, Secretary; H. F. Frede, Assistant Secretary; Gen. W. F. Reynolds, Actuary; A. H. Wilkinson,

Attorney; C. A. Kent, Counsel; H. F. Lyster, Medical Director.

Detroit Fire & Marine Insurance Company—Capital, \$350,000; Wm. A. Butler, President; James J. Clark, Secretary.

Western Union Mutual Life Society.—*Officers and Trustees*—President, Wm. H. Brace; Vice-President, Ford D. C. Hinchman; Treasurer, Butler Ives; Secretary, Lyman M. Thayer, Levi T. Griffin, Hervey C. Parke, Wm. H. Dunning, Ira H. Wilder. Medical Director, Henry F. Lyster, M. D. Managers, Thayer & Dunning.

The Standard Life & Accident Insurance Company.—*Officers*—President, D. M. Ferry; Vice-President, C. C. Bowen; 2d Vice-President, F. W. Hayes; Secretary, Stewart Marks; Assistant Secretary, E. A. Leonard; Treasurer, M. W. O'Brien; Superintendent of Agencies, Frank F. Parkins; Adjusting Surgeon, C. W. Hitchcock, M. D.

The Imperial Life Insurance Company—President, C. A. Newcomb; Vice-President, A. C. Bacon; Secretary, A. Waring; Treasurer, A. E. F. White; Actuary, W. D. Harrah; Attorney, Hoyt Post; Medical Director, Dr. J. B. Book.

## CHAPTER XVII.

### MANUFACTURING AND JOBBING INTERESTS.

The manufacturing interests, established in Detroit since 1870, are so much more numerous than those existing prior to that date that the facts seem hardly credible, and the factories that did exist in 1870 have so enlarged their capacity, and so increased the amount and value of their products since that year, that any facts that could be presented for 1870 would seem like the remembrances of Rip Van Winkle.

General statistics as to the amount and value of manufactured products in almost any period, or gathered through any instrumentality, are of comparatively little value. If a firm or corporation have special advantages that some one would perhaps copy if attention was called to them, their success is not likely to be noised abroad. Many manufacturing institutions owe their prosperity to the "still hunt" method of calling attention to their wares rather than to the amount of business that they are doing. If it becomes apparent that any person doing much better than the average there are a hundred persons who wish to obtain a share of the profits, by engaging in the same business. For these reasons the figures obtained are often incomplete, inaccurate or misleading.

If on the contrary the business of a firm or corporation is not remunerative, there is a natural temptation to increase the credit and business standing by over estimates or the giving of prospective conditions rather than present facts. All estimates therefore of this nature are liable to be either overestimated or underestimated and are of necessity

followed by an interrogation point, if this mark is not always printed it exists in the mind of those who look beneath the words or figures and is supplied as needed.

Some facts, however, are patent even to a casual observer. When the eye sees large and wide-spreading factories where it is known that formerly no building existed, observes volumes of smoke pouring from numerous chimneys, hears the hum and hammer of machinery, and from time to time notices hundreds of workers going in or coming out of a building it is ocularly and aurally demonstrated that a large amount of work is being performed. If further demonstration is desired, the loaded trucks or cars that leave the premises will often supply the evidence.

Judged by these positive standards the general prosperity of an establishment may be fairly predicated, and there are many such that have been created since 1870.

Among this number are the following, and it should be born in mind that every one of these has been organized and their building erected since 1870: The Peninsular Car Co.; The Russel Wheel & Foundry Co., The Michigan Malleable Iron Works, The Detroit Copper & Brass Rolling Mills, The Michigan Stove Co., The Peninsular Stove Co., The Griffin Car Wheel Co., Hubels' Capsule factory, National Pin Co., Detroit Emery Wheel Co., Detroit White Lead Works, Peninsular White Lead & Color Works, Acme White Lead Works, Detroit Linseed Oil Co., The Farrand & Votey Organ Co., M. J. Murphy & Co's Chair Factory, Detroit Electrical Works, Michigan Carbon Works, The Sulky Harrow Manufacturing Co., Gray, Toynton & Fox's Confectionery; J. E. Bolles & Co's Wire & Iron Works; Detroit Casket Co., Detroit Pipe & Foundry Co., The H. C. Hart Manufacturing Co., Sievers & Erdman's Carriage Factory; and Huyett & Smith Manufacturing Co.



Besides the above the following no less extensive establishments have in large part erected new buildings and have had their largest and best growth since 1870 : Berry Bros., Varnish Manufacturers; Parke, Davis & Co., Manufacturing Chemists; Detroit Bridge & Iron Works, Fulton Iron & Engine Works, Baugh Steam Forge Co., Michigan Car Co., Stearns Pharmaceutical Laboratory, Pingree & Smith's Shoe Factory; Richardson's Match Factory, Boydell Bros' Lead Works, Clough & Warren's Organ Factory, The Bagley, Globe, Banner, American Eagle and Hiawatha Tobacco Factories; Detroit Safe Co., Detroit Stove Co., Hargreaves Moulding Manufacturing Co., Detroit City Glass Works, Detroit Lead Pipe & Sheet Lead Works, and Galvin Brass & Iron Works.

The leading manufactures of Detroit are Cars, Stoves, Tobacco, Drugs, Varnishes, Organs, Shoes and White Lead, and these and other articles made in Detroit are literally shipped to every country on earth, including the larger islands of the sea.

The increase in the number of factories which job their own goods direct to the retailers has not tended to increase the number of jobbing or wholesale establishments. There has, however, been a very marked increase in the shipments from Detroit mercantile houses, and the number of long established, and strong and financially entrenched wholesale stores is a marked feature of the business life of Detroit. These houses have had the trade so well in hand for so many years, and by increasing their facility keep so thoroughly abreast of the times, that few new comers in wholesale lines find room to grow. A number of the leading retail stores also have an extensive jobbing trade, and for this reason also the number of exclusive jobbing houses have not increased as they would if the conditions had been different.

## CHAPTER XVIII.

### ARCHITECTURAL GAINS, LANDMARKS LOST.

In the way of elegant business and commercial structures the city has gained more in the last twenty years than in all its past before that time, and the same is true with regard to the adornment it now enjoys through its hundreds upon hundreds of elegant residences, more in number proportionate to the population than is possessed by any other city in America, and when the attractive surroundings are considered, more than are to be found in Philadelphia or New York.

There is scarcely a single commercial building now in the city that would attract attention from its beauty which has not been erected since 1870. As stated elsewhere, nearly one hundred churches have been built since 1870, and almost all of the buildings devoted to charitable purposes. As to other public buildings the same facts exist; The City Hall, The Public Library, The Municipal Courts building, two-thirds of all the Engine Houses and even a larger proportion of the School Buildings have been built within the period named.

Of the three Opera Houses, the Whitney on Griswold Street and the Grand on Randolph Street have both been built since 1870, and the Detroit facing the Campus Martius has been entirely rebuilt since 1870. Of the four leading Hotels, the Wayne, the Cadillac and the Plankinton are new structures, and the Russell House has been almost entirely rebuilt since the date named. Within this time also the Soldiers Monument has been completed,

the Bagley Fountain set up, and the Museum of Art erected.

Very few of the older historic landmarks that existed in 1870 now remain. We may sympathize with the spirit of progress and improvement, but there is of necessity regret that one by one the relics of the old *regime* and of boyhood days are obliterated. The old Cass House on Larned Street, the Campau House on Jefferson Avenue, the old City Hall, St. Anne's Church, the old Capitol, the old County Court Building on Griswold Street, the Pontiac Tree and various landmarks of lesser note but dear to memory's eyes are now numbered with the graves of a past that possessed much of romance.

The last decade has also brought the great Storage Companies with their enormous buildings and wagons, the Safe Deposit Vaults also came within the last two decades, and both of these important and useful conveniences help to emphasize the fact that the city has entered upon a truly metropolitan life.

1852—DAVID PRESTON & CO., BANKERS,  
DETROIT, MICHIGAN,

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[Copy of Advertisement, Detroit Free Press,  
July, 1852.]

**NEW EXCHANGE OFFICE OF**  
**DAVID PRESTON & CO.,**



Jefferson Avenue (opposite  
Masonic Hall.)

**The Subscribers do an Exchange, Bank-  
ing and Collection Business.**

*Collections made and proceeds remitted at  
current rate of exchange. Interest  
allowed on special deposits.*

**Bounty Land Warrants.**

*160s, 80s, 40s bought and sold at  
best rates. Parties wishing to buy  
or sell warrants will find it for  
their best interests to advise with us  
before making purchases or sales.*



**DAVID PRESTON & CO.,**  
**Exchange Brokers, - Detroit, Mich.**

## 1885—THE PRESTON BANK OF DETROIT, DETROIT, MICHIGAN.

[From the Detroit Free Press, June, 1885.]

### THE PRESTON BANK OF DETROIT.

Articles of incorporation of the Preston Bank of Detroit were filed yesterday. The organization will succeed to the old established business of David Preston & Co., and will be officered as follows:

PRESIDENT, - DAVID PRESTON.  
VICE-PRESIDENT. FREDERICK W. HAYES.  
CASHIER, - - WM. A. BERCRY.

Mr. David Preston, who has been at the head of the old bank since its establishment in 1852, and who has been prominently identified with the banking interests of this State and the Northwest since that year, will be the principal stockholder in the reorganized bank, and will continue to devote his time and attention to its business, and will give the new organization the full benefit of his many years' experience and practical business sagacity.

Mr. F. W. Hayes, the Vice-President, is well known as a successful bank officer of twenty years' experience, covering a period as teller in the old Second National Bank, and Cashier for eight years of the Merchants and Manufacturers' National Bank of this city. In organizing the Detroit Clearing House Association Mr. Hayes was one of the most active participants, and has been the Manager since its organization in February, 1883. He has also been active in other reforms in Detroit Banking, and has proved himself energetic and enterprising. With his well known practical banking ability he will be a valuable acquisition to the new bank.

David Preston & Co. will continue in active business until the new institution begins, which will probably be early in July, when it will occupy the office of the old firm in the new Campau building, which is regarded by many as the finest banking room in the city.

The capital of the new bank will be \$100,000 paid up, which will be increased as the demands of business require. With ample facilities the bank will transact a general banking business in all its branches, and will also pay particular attention to the purchase and sale of first class investment securities, in which the old firm have been extensive dealers since 1860, and its foreign exchange department will also be complete.

## 1887—THE PRESTON NATIONAL BANK OF DETROIT, DETROIT, MICHIGAN.

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[From the Detroit Tribune, June, 1887.]

As was announced several days ago, the number of National Banks in Detroit will be increased by one as soon as the plans for reorganizing the Preston Bank under the National Banking law can be completed. The change will probably take place on the 1st prox. The Board of Directors of the new bank will consist of R. W. Gillett, Clarence A. Black, W. H. Elliott, James E. Davis, Jas. D. Standish, Hazen S. Pingree, Frederick W. Hayes, Albert E. F. White, all of Detroit ; Wellington R. Burt, East Saginaw ; John Canfield, Manistee, and William D. Preston, Chicago. Mr. Gillett will be President, and Mr. Hayes Vice-President and Manager of the institution. The new bank starts under the most favorable auspices. The financial establishment, of which David Preston was the founder and head until his demise, has long had a large share of the patronage and the well merited confidence of the business community. That its successor, with added capital and a directorate comprising business men of capital and the highest standing in the mercantile world, will increase the business built up by Mr. Preston there is little doubt.

[From the Evening News, June, 1887.]

There is a well-defined rumor on Griswold Street that the Preston Bank will be reorganized as the Preston National Bank, with a capital of \$500,000, and a directory including such prominent and substantial citizens as R. W. Gillett, C. A. Black, James D. Standish, F. W. Hayes, A. E. F. White, W. H. Elliott, James E. Davis and H. S. Pingree, of Detroit ; W. R. Burt, East Saginaw ; John Canfield, Manistee, and W. D. Preston, Chicago. If the project is carried out—and rumor says it is an assured fact—the new enterprise will undoubtedly take a leading place among the National Banks of this city. It will have a special advantage in succeeding a business so extensive and well established as that of the Preston Bank.

R. W. GILLETT,  
President.

F. W. HAYES,  
Vice-President.

J. P. GILMORE,  
Cashier.

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# The Preston National Bank

OF DETROIT.

ORGANIZED JUNE, 1887.

CAPITAL, - - \$1,000,000.

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We buy and sell at market prices:

## FOREIGN GOLD COINS.

English Sovereigns (Victoria),

Twenty Mark,

Twenty Francs,

Ten Guilders,

Norwegian Twenty Kroners,

Spanish Doubloons,

Bank of England Notes, per £,

Domestic and Foreign Mutilated Gold Coin.

## SILVER COINS.

Trade Dollar,

Mexican Dollar,

Spanish Dollar,

Domestic and Foreign Mutilated Silver;

Prussian Thalers,

Five Francs,

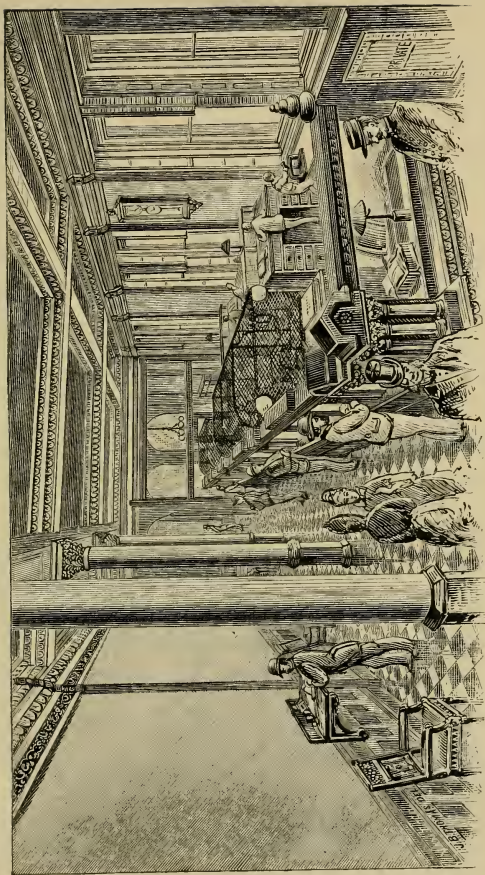
English Silver, per £.

American Silver, halves and [quarters.

American Silver, dimes.

Canada Silver.





INTERIOR VIEW PRESTON NATIONAL BANK, DETROIT, MICH.

# COMPARATIVE STATEMENT OF THE CONDITION

— OF —

Established 1852. }  Preston National Bank of Detroit } Commenced Business as a National Bank July 5th, 1887.

Condensed from Statements to the Comptroller of the Currency.

## RESOURCES.

DATES.	Loans and Discounts.	U. S. Bonds and Premiums.	Other Stocks and Bonds.	Due from Banks and U. S. Treas'r.	Taxes Paid, Furniture and Fixtures	Coin, Currency and Exchanges	TOTALS.
Aug. 1st, 1887	653,502.57	64,387.93	200.00	244,634.89	3,500.00	123,671.66	1,089,897.05
Oct. 5th, 1887	944,896.27	64,326.43	600.00	242,295.31	3,500.00	136,571.85	1,392,189.89
Dec. 7th, 1887	1,146,125.94	64,473.18	600.00	233,229.05	3,500.00	152,818.86	1,600,747.03
Feb. 14th, 1888	1,336,716.46	63,000.00	1,127.50	154,189.13	3,500.00	202,792.29	1,761,325.38
Apr. 30th, 1888	1,464,920.80	63,000.00		245,737.85	3,500.00	216,112.92	1,993,271.57
June 30th, 1888	1,499,152.40	63,000.00		280,739.70	3,500.00	207,464.49	2,053,856.59
Oct. 4th, 1888	1,830,666.26	63,000.00		398,932.87	8,300.00	249,597.13	2,550,496.26
Dec. 12th, 1888	2,055,622.42	63,000.00		344,809.20	7,100.00	294,289.31	2,764,820.93
Feb. 26th, 1889	2,355,370.77	63,000.00	11,714.50	336,285.81	6,500.00	281,859.53	3,054,730.61
May 13th, 1889	2,557,032.09	63,000.00	11,825.00	381,235.49	3,500.00	418,100.74	3,434,693.32
July 12th, 1889	2,333,786.04	63,000.00	525.00	547,265.00	3,500.00	321,332.47	3,269,408.51
Sept. 30th, 1889	2,602,321.93	63,000.00	525.00	547,871.05	7,282.07	324,671.04	3,545,671.09
Dec. 11th, 1889	2,738,122.85	63,000.00	1,175.00	412,810.80	3,500.00	342,238.21	3,560,846.86
Feb. 28th, 1890	2,624,143.05	63,000.00	1,175.00	467,720.11	.....	374,612.91	3,530,651.07

Dividends Paid, \$90,000.

# LIABILITIES.

DATES.		Capital.	Surplus.	Undivided Profits.	Circulating Notes.	Deposits.	TOTALS.
Aug. 1st,	1887. ....	379,780.00		5,393.32		704,723.73	1,089,897.05
Oct. 5th.		483,540.00		9,071.01	45,000.00	854,578.88	1,393,189.89
Dec. 7th,		600,000.00		16,980.37	45,000.00	938,766.66	1,600,747.03
Feb. 14th,		600,000.00		23,728.58	45,000.00	1,092,596.80	1,761,325.38
Apr. 30th,	1888. ....	600,000.00		31,956.14	45,000.00	1,316,315.43	1,993,271.57
June 30th,		600,000.00		38,573.33	45,000.00	1,370,283.26	2,053,856.59
Oct. 4th,		764,200.00		63,729.20	45,000.00	1,677,567.06	2,550,496.26
Dec. 12th,		850,400.00		82,123.06	45,000.00	1,787,297.87	2,764,820.93
Feb. 26th,	1889. ....	1,000,000.00	25,000.00	59,027.50	44,250.00	1,926,453.11	3,054,730.61
May 13th,		1,000,000.00	25,000.00	75,439.83	45,000.00	2,289,253.49	3,434,693.32
July 12th,		1,000,000.00	30,000.00	53,958.52	44,500.00	2,140,949.99	3,269,408.51
Sept. 30th,		1,000,000.00	30,000.00	67,638.54	44,100.00	2,403,932.55	3,545,671.09
Dec 11th,	1890. ....	1,000,000.00	30,000.00	81,732.05	45,000.00	2,404,114.81	3,560,846.86
Feb. 28th,		1,000,000.00	35,000.00	53,737.11	45,000.00	2,396,913.96	3,530,651.07

# THE PRESTON NATIONAL BANK

## OF DETROIT.

Capital,        -        \$1,000,000.

### FOREIGN EXCHANGE.

This bank has its own accounts in London, Paris, Berlin, Frankfort-on-the-Maine, Vienna, Amsterdam, Stockholm, Rome, and other important points, and is always prepared to quote the highest buying and lowest selling rates for foreign bills in large or small amounts.

### TRAVELERS' LETTERS OF CREDIT.

This bank issues its own Letters of Credit for travelers, available in all parts of the world. These letters have been used by a large number of Michigan people with great satisfaction. They are issued immediately, and those who contemplate a foreign trip can obtain them at any time during business hours.

### COMMERCIAL LETTERS OF CREDIT.

This bank is prepared to issue its own Commercial Letters of Credit, by which merchants and others who desire to buy in foreign markets are enabled to obtain the necessary credit with manufacturers, jobbers and commission houses. Full information will be given those interested upon application.

# Commercial Accounts.

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THE

# Preston National Bank,

DETROIT, MICHIGAN.

CAPITAL, - \$1,000,000.

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This Bank receives the accounts of Mercantile and Commercial Houses, Manufacturing Establishments, Private Individuals and Firms, in accordance with the prevailing custom of similar establishments;

RECEIVES ON DEPOSIT, WITHOUT DISCOUNT, checks and drafts on the principal CITIES of the country, and IMPORTANT places in MICHIGAN and OTHER STATES;

DISCOUNTS APPROVED COMMERCIAL PAPER, and LOANS MONEY on satisfactory names or collaterals, at market rates;

BUYS AND SELLS FOREIGN EXCHANGE in large or small amounts. Having our own accounts in London, Paris, Berlin and other foreign money centres, we can pay the highest rates and quote the lowest selling prices for Bankers' Bills and Commercial Drafts drawn on foreign countries.

With a representative Board of Directors of good business judgment, thoroughly familiar with the methods of conducting business, the needs of those keeping commercial accounts with us have careful, intelligent and prompt consideration, and when not inconsistent with prudent principles of banking, are cheerfully supplied.

It is the desire of the management to make the Bank an important and successful factor in the healthy development of the commerce and manufactures of Detroit and Michigan, and thereby promote the Bank's interests as well as the general prosperity.

For ordinary and special accounts satisfactory terms will be given upon application.

CORRESPONDENCE and PERSONAL INTERVIEWS invited.

F. W. HAYES, *Vice-President.*

# ACCOUNTS FOR WOMEN.

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~THE~

## Preston's National Bank,

DETROIT, MICH.

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*Capital, - \$1,000,000.*

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IT has come to be quite a general custom for men of means to place an allowance in the hands of their wives for the purpose of defraying the family expenses, and this method has created a demand for banking accommodations and facilities for women. The Preston Bank has a number of such accounts, and extends every needed facility for the transaction of business of this sort.

The keeping of a bank account obviates the necessity of carrying money in the pocket, or the having it in the house, and, of course, the danger of loss is greatly lessened. The payment of bills by checks practically secures a double receipt, as a check made payable to the order of the person to whom the money is due must be endorsed before the bank will pay it.

Widows and women having separate estates, desiring to transact their own financial business, will be afforded every convenience of our several departments, and assistance cheerfully rendered in the buying and selling of investment securities. Information upon subjects of business, value of stocks, bonds, securities, &c., will be given upon application by letter or in person.



# SPECIAL ACCOUNTS.

CAPITALISTS,

TRUSTEES,

EXECUTORS,

ADMINISTRATORS,

GUARDIANS,

AGENTS and Others,

*Having funds in their possessions for investment or safe keeping,  
or awaiting the happening of certain events, such as the  
determination of legal questions, can make favor-  
able arrangements with this Bank for  
special accounts, on which*

PROPER RATES OF INTEREST WILL BE ALLOWED,

*On conditions of withdrawal to be agreed upon.*

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This feature of our business is conducted upon the plans pursued by the large English banks—plans which centuries of experience have developed and proved to be of the most advantage both to the depositor and to the banks.

# CANADA CURRENCY.

**We buy Dominion Notes and Notes of the following Banks at current rates :—**

Bank of Montreal.  
 Bank of Ottawa.  
 Bank of British North America.  
 (Counterfeit 5's and 10's in circulation.)  
 Bank of Toronto.  
 Bank of Hamilton.  
 Bank Ville Marie.  
 Banque de St. Jean.  
 Canadian Bank of Commerce.  
 (Counterfeit 5's Queen Victoria's vignette, in circulation.)  
 Dominion Bank.  
 (Counterfeit 4's in circulation; 4's with chocolate back are good.)  
 Dominion of Canada.  
 (Counterfeit 1's and 2's, and altered 1's, in circulation.)

Traders' Bank.  
 Imperial Bank.  
 La Banque de Hochelaga.  
 La Banque du Peuple.  
 La Banque Nationale.  
 La Banque Jacques Cartier.  
 La Banque Hyacinthe.  
 Merchants' Bank.  
 Molson's Bank.  
 Ontario Bank.  
 (Counterfeit 10's in circulation.)  
 Quebec Bank.  
 Standard Bank.  
 Union Bank of Lower Canada.  
 Western Bank of Canada.

**Notes of the following Banks in the Lower Provinces are subject to from 3 to 5 per cent. larger discount than those in the above list :—**

Bank of Nova Scotia.  
 Bank of New Brunswick.  
 Commercial Bank of Windsor, Nova  
 Bank of Yarmouth. [Scotia.  
 Exchange Bank of Yarmouth.  
 Maritime Bank of Canada.  
 Halifax Banking Company.  
 Merchants' Bank of Halifax.  
 Bank of British Columbia.

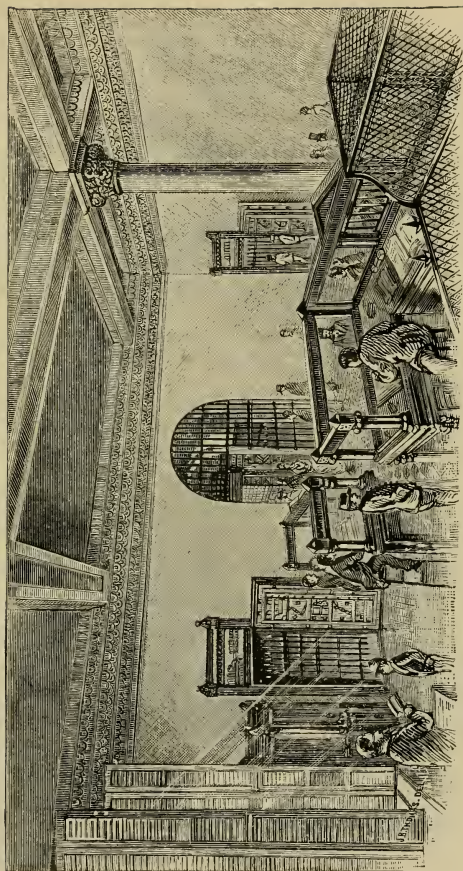
Commercial Bank of Manitoba.  
 People's Bank of Halifax.  
 People's Bank of New Brunswick.  
 Merchants' Bank of Prince Edward's  
 St. Stephen's Bank. [Island.  
 Union Bank of Halifax.  
 Union B'k of Prince Edward's Island.  
 Summerside Bank of Prince Edwards  
 Eastern Townships Bank. [Island.

**The following Banks have failed or gone out of existence, and their notes are now of no known commercial value :—**

Metropolitan Bank.  
 \*Stadacona Bank.  
 Bank of Clifton.  
 Mechanics' Bank of St. Johns.  
 Mechanics' Bank of Montreal.  
 Bank of Western Canada.  
 Colonial Bank of Canada.  
 Bank of Liverpool, Nova Scotia.  
 Bank of Acadia, Nova Scotia.  
 \*City Bank.  
 \*Bank of London.  
 Bank of Brantford, Canada.

\*Bank of Prince Edward's Island.  
 Zimmerman's Bank.  
 International Bank.  
 Farmer's Bank of Rustico.  
 Royal Canadian Bank.  
 \*Bank of Upper Canada.  
 \*Consolidated Bank.  
 \*Exchange Bank of Montreal.  
 Westmoreland Bank, New Bruns-  
 Central Bank of Canada. [wick.  
 Federal Bank.  
 Pictou Bank.

\*The affairs of these Banks are in a state of liquidation at present, and until they are finally settled and closed up, quotations cannot be given. We will take them for collection, and remit after sale has been made.



INTERIOR VIEW PRESTON NATIONAL BANK, DETROIT, MICH., AND ENTRANCE  
TO SAFE DEPOSIT VAULTS.

# THE FIDELITY LOAN & TRUST CO.,

CAMPAU BUILDING,

67 and 69 Griswold Street,

Are you the owner of **Life or Fire Insurance Policies, Notes, Receipts, Deeds, Mortgages, Real Estate Abstracts, Leases, Contracts, United States Bonds, Railroad or other Stocks and Bonds**, or any other **extra valuable** papers of any description, requiring protection against **fire and thieves**?

Have you **Silver Plate, Diamonds, Jewelry, fine Paintings**, or other **works of Art, Laces**, or any other **valuable property** not in every day use, which is liable to be **stolen or consumed by fire** at your residence?

**Do you expect to be absent** from the city during the coming summer, thus leaving your surplus **wearing apparel**, etc., at the mercy of **sneak thieves and burglars**?

Do you keep a bank account, or are you in the habit of keeping your **money** in some **insecure** place at your residence or place of business, where it is liable to be **burned or stolen**?

If so, you are respectfully invited to call and examine the Safe Deposit Vaults of this Company in the Campau Building, 67 and 69 Griswold Street.

These Vaults consist of one principal Steel Vault or **Strong Room**, which has a capacity of three thousand boxes or safes, ranging from \$5 to \$50 per annum; also a **Storage Vault** for the safe keeping of **Silver Plate, Paintings, trunks, boxes, etc.**, containing **Wearing Apparel, Laces**, and other **valuable property** requiring protection against **fire or burglars**.

Every precaution and appliance known to modern mechanical skill has been used in the construction of these Vaults, to render them **absolutely fire and burglar proof**, and the result is a Safe Depository **unrivalled in this country**.

These Vaults are not only **absolutely safe** as regards fire and burglars, but they are also the most **commodious**, the best **lighted** and the most thoroughly **ventilated** of any Vaults in this city.

**Special accommodations have been provided for ladies** who may desire to become patrons of the Company, where they can secure the most complete privacy while examining their deposits.

The Manager and his assistants will be pleased to extend every courtesy in their power to anyone desiring to inspect these Vaults.

Office hours from 9 A. M. to 4 P. M.

R. W. GILLETT, *President.*

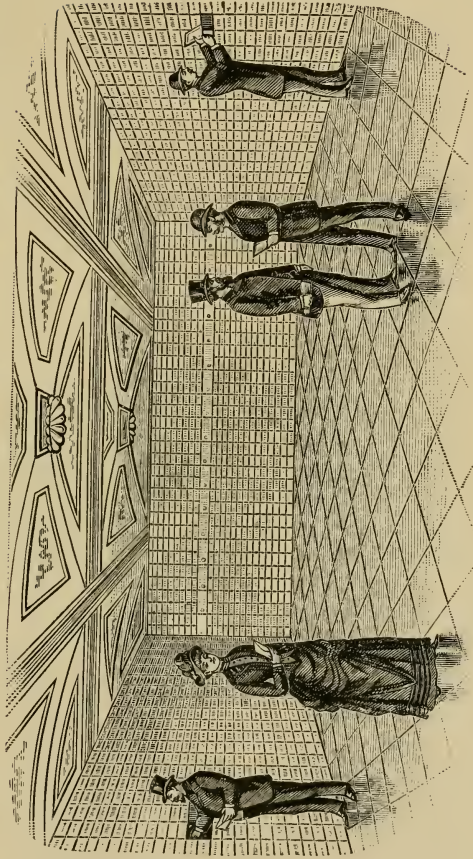
E. F. W. HAYES, *Vice-President.*

J. P. GILMORE, *Secretary.*

# Safe · Deposit · Vaults.

67 & 69 Griswold St.

DETROIT, MICH.



**BOXES ·· TO ·· RENT,** Giving Absolute Protection from Burglary and Fire.  
— Please Call And Inspect These Vaults. —











LIBRARY OF CONGRESS



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